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SIR EDWIN COOPER, A.R.A., F.R.I.B.A.  
Royal Gold Medallist



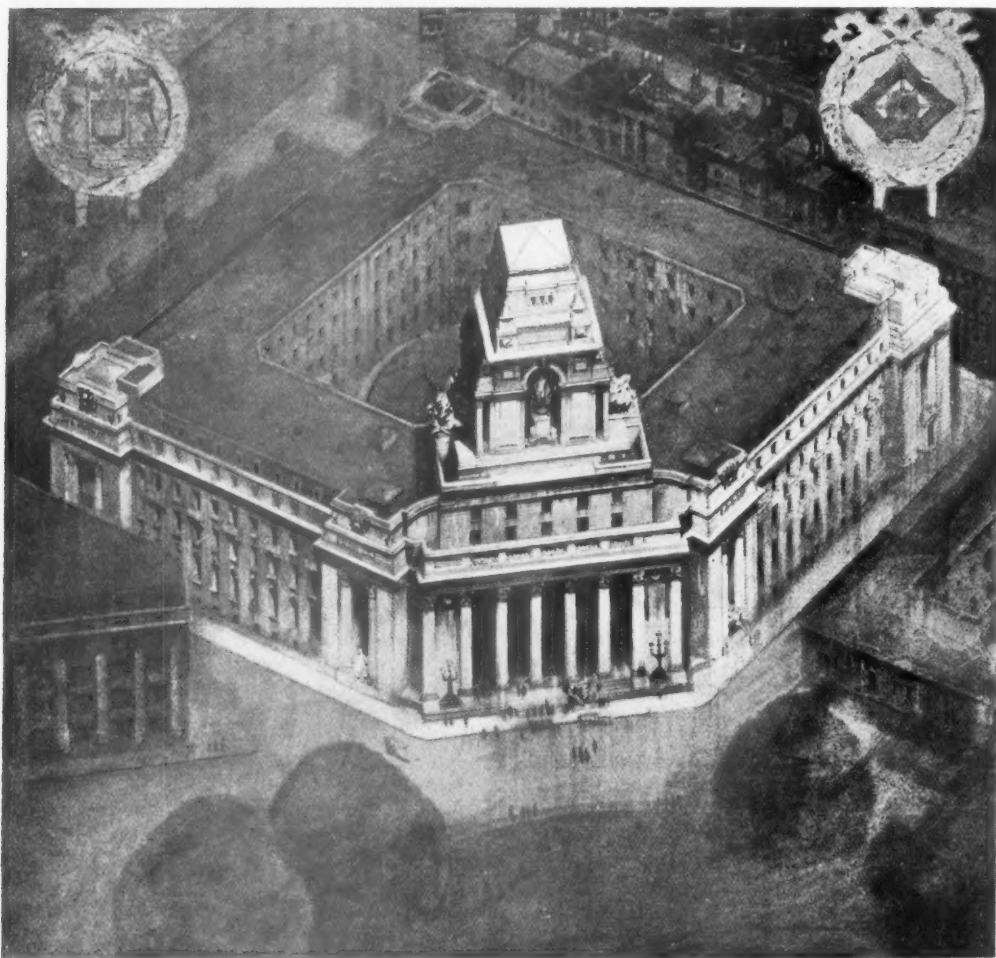
## The Royal Gold Medal

PRESENTATION TO SIR EDWIN COOPER, A.R.A., F.R.I.B.A.

*[At the Royal Institute of British Architects on Monday, 2 March 1931.]*

THE PRESIDENT: My lords, ladies and gentlemen,—It is my great privilege to-night to present the Royal Gold Medal for the Promotion of Architecture, which was first instituted by Queen Victoria, in 1848, continued by King Edward VII, and by His Majesty King George V. This Medal, as you are probably aware, is annually conferred on some distinguished architect or man of science or letters who has designed or executed a building of high merit, or produced a work tending to promote or facilitate the knowledge of architecture or the various branches of science connected therewith. The list of the past Royal Gold Medallists contains over eighty names, which include some of the greatest architects of the past, from Charles Robert Cockerell, R.A., in 1848, and includes such names as Sir Charles Barry, Sir G. Gilbert Scott, George Edmund Street, William Butterfield, Sir Arthur Blomfield, Sir Ernest George, George Frederick Bodley, Sir Aston Webb and Sir Thomas Graham Jackson, not to mention many of those who are still living. And this year Sir Edwin Cooper has been selected by the Council to receive this great honour.

Sir Edwin received his early training in the North, in the offices of Messrs. Hall and Tugwell and Messrs. Demaine and Brierly. Upon the invitation of the late Mr. Goldie, he came to London to work in the offices of Messrs. Goldie, Child and Goldie, the well-known Roman church architects. At the age of 24, Sir Edwin won his first two competitions, and he returned to London over 33 years ago, and has practised in Gray's Inn for over thirty years. During the early part of the time he was, as many of you know, associated with Mr. S. B. Russell, and, as will be remembered, they won many competitions. In the year 1910 Sir Edwin commenced practice alone. In 1911 he won the Marylebone Town Hall competition, one of his earliest works, and, in 1912, the Port of London principal building, besides being placed second in several important competitions. Since then he has been able to devote very little time to competitive work, and the exhibition of drawings now on view round this room represents Sir Edwin's labours since 1911, for no work prior to that date, and no competition drawings, have been included.

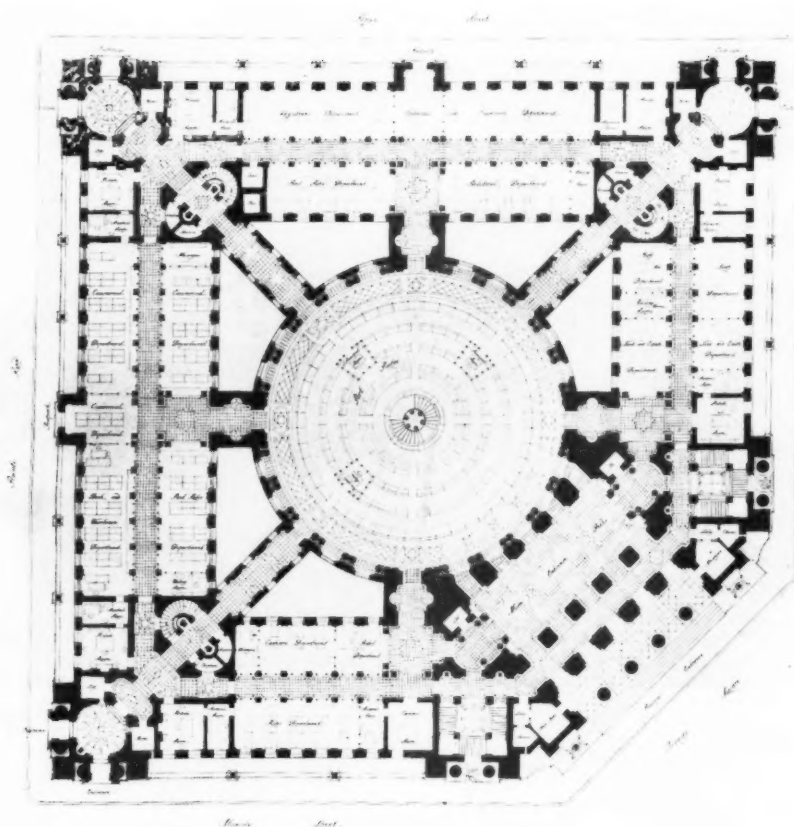


THE PORT OF LONDON AUTHORITY BUILDING  
TRINITY SQUARE

Among his best-known buildings I think I am right in putting the following: Marylebone Town Hall, the Port of London Authority building—one of his best works—the new Lloyd's headquarters in Leadenhall Street, the Star and Garter Home at Richmond, the Royal Mail head building, the Gray's Inn Law Library, the National Provincial Bank, opposite Mansion House, which is now being built, the Greenwich Devonport Nurses' Home and School of Pathology, the Cranleigh

Public School and Devonport Speech Hall, the new Medical School and Nurses' Home for St. Mary's Hospital at Paddington, the South London Hospital for Women, the new buildings and masters' houses at Bryanston School in Dorsetshire, the new Baggage Hall at Tilbury for the Port of London Authority, and the new Surgical Ward and Operating Theatre for the Seamen's Hospital at Greenwich. Those are a few of the works which I call to mind. And Sir Edwin has





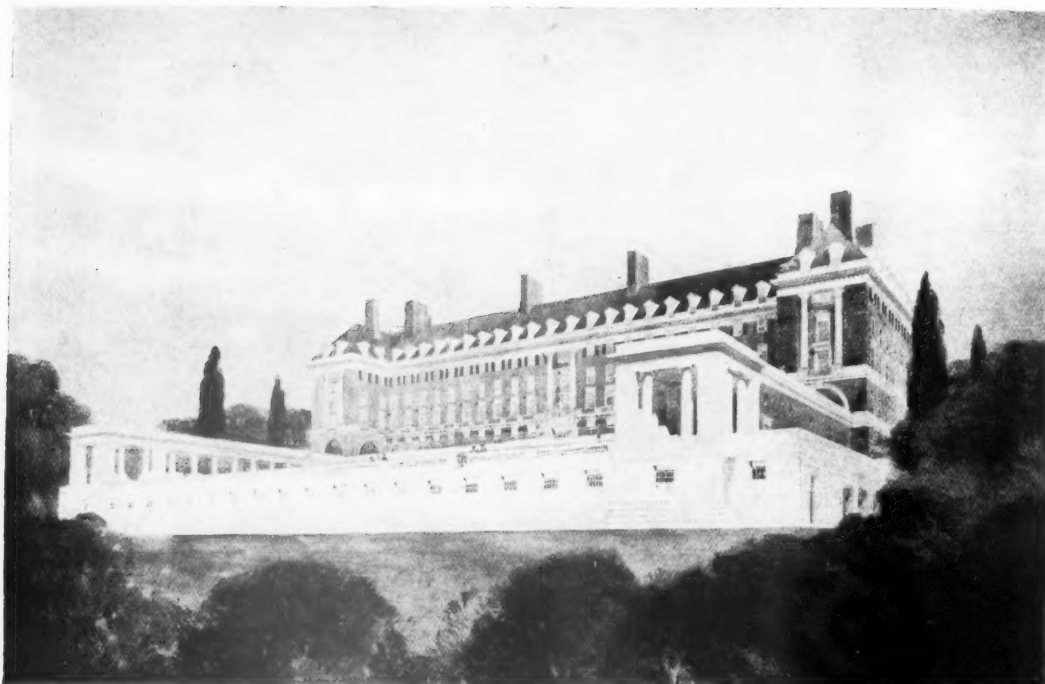
PORT OF LONDON AUTHORITY BUILDING  
Ground Floor Plan

also been responsible for several libraries and schools, and much domestic work. Sir Edwin Cooper is known to all of us as one of the most brilliant and skilful planners of our time. I remember vividly the impression that was made upon the architectural profession when we saw, in the Press, the plan with which he won the great competition for the Port of London Authority building. I think I am right in saying that everyone—except, possibly, some of the competitors—felt that it was a case of “Cooper first, and the rest also ran.” I believe that the great public bodies and the important Corporations for whom he has done so much work are immensely impressed by the practical efficiency of the plans

which he has given them. We know what a tremendously hard worker Sir Edwin Cooper is, he devotes to the service of every one of his clients the whole of his powers of mind and imagination, and the result is one which every architect must desire—his clients become his friends.

In 1922 he was knighted for his Port of London Authority building. Last year he was elected A.R.A.; he is an Honorary Member of Lloyd’s—a rare distinction which he greatly values, I know, for only 19 such members have been made in 200 years, and our Sir William Tite was one of them.

To-night, my lords, ladies and gentlemen, with the King’s consent, it gives me, as President,



THE STAR AND GARTER HOME AT RICHMOND

the greatest pleasure and satisfaction to present to Sir Edwin Cooper the Royal Gold Medal for Architecture, annually given by our Patron, His Majesty the King.

The President then invested Sir Edwin Cooper with the Medal.

In accepting the Medal, Sir EDWIN COOPER said: Mr. President, my lords, ladies and gentlemen,—No architect can hope for anything greater in his calling than to receive the approval of his colleagues and friends, and I greatly value yours to-night.

I cannot hope to find words to thank you, sir, for the kind and generous things you have said. Nor can I express to you what I would like to say in appreciation of your kindness and that of the Council in recommending me as the recipient of this Medal. Because I do feel that the Royal Institute of British Architects and the Royal Institute alone stand for architecture and the architect in this country in the same

way that the Royal Academy does for the Three Arts.

I read somewhere in a criticism upon work I had done that I was a classicist without fear or apology; well, there was much truth in that remark, but in looking back over the years I could wish to have learned in the early days what the men of the Italian Renaissance like Perruzzi in Siena, Bologna and Rome, and San Micheli in Verona, have taught me in the later ones, I should not then have had as many regrets as I have to-day. It has not been so much that one has to learn as to unlearn.

I firmly believe that all fine buildings should develop upon traditional lines and that our rich architectural heritage should not be discarded.

Knowledge of the past, in my opinion, is the best equipment for the future.

In spite of all the talk that we hear about modern thought and expression in art, I would make every student of architecture study most carefully the

work of the best masters. I would like him to do far more measuring of old work than is now done and study the materials that are at his disposal; then let him gradually find his way. If he cares for his work, and has the gift, instinct will make him produce it, and if he develops upon strange lines it will always show that he is doing so with knowledge. Achievement lies in amalgamating thought and knowledge upon any great subject, and it is only by continually applying both that we can ever hope to succeed in producing fine architecture.

Yet I oft-times think that the less an architect has to say on any matter where he is concerned personally the better. I leave it, therefore, to the work exhibited to-night (which, with the exception of a house in the North, the Marylebone Town Hall and the Port of London building, may be termed post-war work) for you to judge how my time, with the aid of a small yet loyal staff that I count as my personal friends, has been spent of late years.

Upon this occasion I should like to thank my painter and sculptor friends who have worked

with me in the decoration of my buildings as some of their work is shown to-night, the great builders who have erected them, and that fine body of craftsmen who have gathered round me producing workmanship that will, I am certain, live and give pleasure when we are no more.

Sir Banister Fletcher, my lords, ladies and gentlemen, I sincerely thank you.

The RT. HON. VISCOUNT DEVONPORT, P.C.: When I came to this meeting, sir, I came with the express idea of seeing Sir Edwin Cooper honoured, and I do not know that I can refer to any event that has given me greater satisfaction than to see him the honoured man in this great assembly. I am sorry that I was not warned that I should be expected to say a word, otherwise I might have furbished up my oratory to a more polished point than I shall deliver it to you at this moment. But this I can say, from a long association with Sir Edwin and his talent: that I revere him for his talent, and I revere him as a man. All of us who have been in close contact with him, as I have been since 1912, when he secured by open competition the Port



LLOYD'S: THE LIME STREET FRONT

Authority building, feel in the same way. The contact I have had with him from that time onwards has always filled me with increased admiration for his skill, for his talent, and, apart from that, for the man that he is, endearing to all those who know him, and radiating a sort of warm and unselfish nature that creates for him what he has and holds in abundance, constant and continuing friendships. I only hope that Sir Edwin Cooper may go on, as I am sure he will if his health permits, securing even greater honours. But, at all events, he has already made a mark that will entitle him to a continuing fame.

The RT. HON. LORD RITCHIE of Dundee [Chairman of the Port of London Authority]: It occurs to me that perhaps there is a little bit too much Port of London Authority here! You have heard Lord Devonport make some remarks, my predecessor in the Chair of the Port Authority. I have had a long experience of Sir Edwin Cooper in connection with the Port Authority, at any rate as long as that of Lord Devonport, and I would like to confirm all that he has said about Sir Edwin, in his art and in his personality. Now, one would think that a building like a baggage hall is hardly a subject on which it would be possible to exercise any great distinction in the way of art; and when we decided to build a baggage hall at Tilbury, I thought to myself: "Well, it will be a sort of box, large, capacious, and, I hope, appropriate for its purpose." Sir Edwin showed us his plans, and he commenced his work. I did not go down to see it until it was practically finished. I walked into this great hall, and it positively took my breath away; the spaciousness of it, the perfect proportion, the decoration in restraint wherever it was appropriate to put decoration. And so it was when, later, the time came to declare the hall open, and we had the Prime Minister there to do it. On that occasion he congratulated Sir Edwin on what I think he described as "a superb building." So I had impressed upon me then how it was possible for the highest art in architecture to produce something so appropriate for the occasion and the object, and to constitute itself a real work of art.

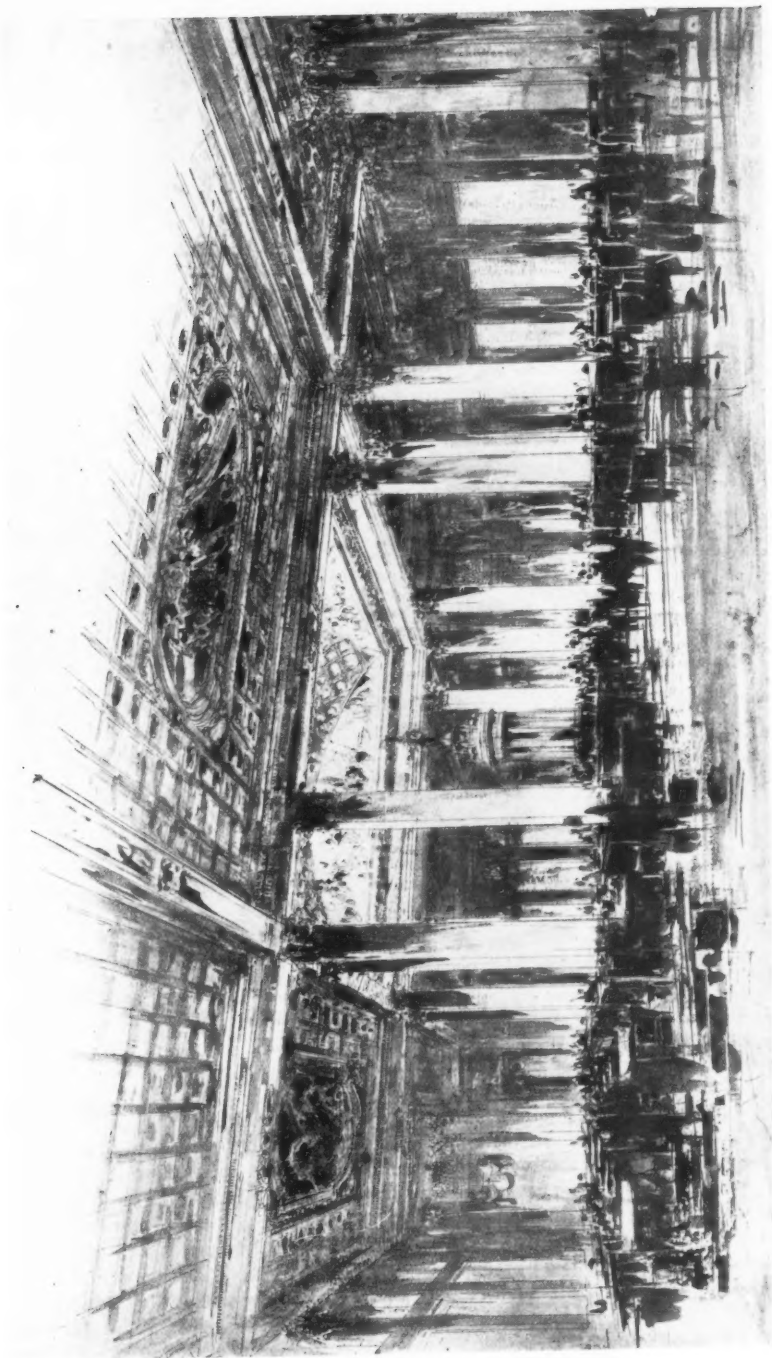
Sir Edwin has done many other things for the Port Authority; he has built us our great office, and he has built us offices in various parts of our dock; and on every occasion he has succeeded

in giving us something that was entirely appropriate to the object, and something which at the same time has been a work of art. And I would like to take this opportunity not only expressing my great admiration and affection for him as a man but our gratitude for all he has done for us.

Sir PERCY MACKINNON: My lords, ladies and gentlemen,—I venture to say that there are not many architects present here this evening who would care to face their principal clients and listen to what they thought of him. It must be an ordeal for most architects. But in Sir Edwin Cooper's case, as you have heard, his clients have nothing but praise for him. I have often thought what should be the attributes, the qualifications of a great architect. I think, first of all, that the architect should be a great artist; then he should be a good business man; and, in these modern times, he should be an engineer, in instinct, anyhow. I feel that all these qualifications Sir Edwin has. And he also has another qualification, which is sometimes absent from architects, for he can enter into the feelings of his clients and understand what they want.

I was associated with Sir Edwin Cooper in the building of the new Lloyd's building, and I can say, without any hesitation or qualification, that it would be difficult to imagine a greater architect than Sir Edwin Cooper. He is a man, he is an individualist, and he knows what he wants; but, at the same time, he is able to subordinate his individualistic feelings to the requirements of his clients. And I say, without hesitation, that he has produced for us at Lloyd's an almost perfect building, and I am delighted to-night that this recognition of his qualities has been bestowed upon him.

The RT. HON. LORD MERRIVALE, P.C.: Mr. President, my lords, ladies and gentlemen,—I am a man who is accustomed to saying disagreeable things, and so I am agreeably removed from my usual element to-night; I am very happy when I am at sea with the Elder Brethren, or at sea with the Admiralty Council, or spending time considering what should be done with regard to a variety of Wills made by a comparatively impetuous person; but I did not bargain for having to say anything about Sir Edwin Cooper, or, like some who have addressed you already, I could have found something to say. But I will tell you this: that for fifty years and more I have

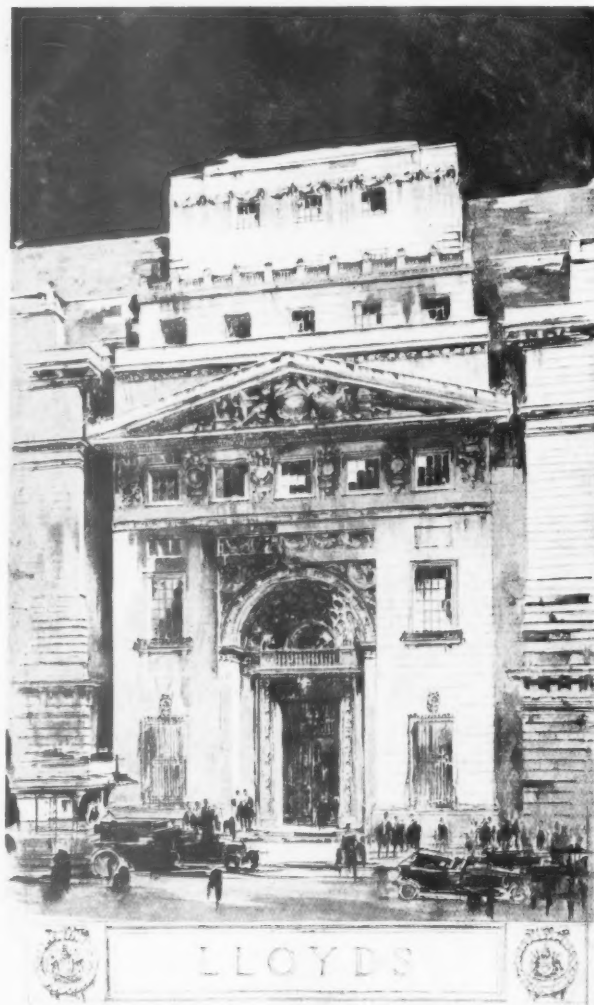


LLOYD'S: "THE ROOM"  
From a drawing by William Walcott



been accustomed to watch the development in grandeur and beauty of the capital of the Empire in which we live. It goes on year by year, not by any one specific thing which is done but by the constant contributions of the architectural faculty, which, fifty years ago, barely existed, certainly did not exist in its present power or quality, and fifty years before that had not been dreamed of. We had not yet come out of the Georgian age, when ugliness was deemed a virtue. Ugliness has been seen in buildings, but London is being relieved of it, and it is being relieved by the genius of the architecture of modern times. I entertain the strong opinion that when those who follow us can look back upon this time and go

about the town and bring to their sight the ornaments of London which you find on all the great streets, there will grow up an appreciation of your guest, our honoured friend to-night, and his name will be associated with this honourable transformation of the capital of the Empire. I shall not presume to say anything of the personal regard I have for Sir Edwin Cooper. He has been engaged, he is engaged, in adding the necessary



FROM A DRAWING BY WILLIAM WALCOT

works and the restorations to one of the mediæval treasures of London, the House of the Society of Gray's Inn. The devotion he gives to it would almost make the enthusiastic person suppose he had nothing else to do. It is the pride of his life, and the occupation of his life, and I am sure it will be one of his honourable achievements.

It is a great satisfaction to me to be here to-night, even though the time came when I foresaw that I was going to inflict my observations upon you.

The RT. HON. VISCOUNT BURNHAM, G.C.M.G., C.H.; Mr. President, ladies and gentlemen,—I am very proud at being allowed to join in the chorus of praise of Sir Edwin Cooper this evening, though

without any definite qualification, except that I am, I believe, an Honorary Fellow of this great Society. I cannot give you any of those impromptus which only come properly on the spur of the moment after about six months' preparation, but I think I can say that Sir Edwin and all the members of this Society are fortunate in the age in which they live. The whole of the world is under reconstruction,



MARYLEBONE TOWN HALL

physical as well as political; the old order has passed away, and we have to replace it with something else, and, I hope, something better. At the same time, whilst they have a great opportunity it is obvious there are great dangers in departing

too much from the tradition which has made us what we are. I cannot quite agree with my noble and learned friend who has just sat down that ugliness is the badge of all Georgian architecture; on the contrary, living in an old Georgian house



GRAY'S INN LIBRARY

in the country myself, I would say that the acme of dignity of domestic architecture was achieved in Georgian times. But that by no means implies that the buildings of to-day should only be erected on some model plan of the past, out of which the spirit of comfort has, perhaps, passed away. It is because of that that one is able to appreciate what Sir Edwin Cooper has done, though, as he has told us this evening, he himself is a devotee of the classical spirit, and it is because of that, largely, that we admire his work to the extent we do. It is a great thing that at a time when so much is being done in this capital city we should have those who combine a reverence for the past with a sense of the utilities of the present and the promise of the future. It seems to me that Sir Edwin Cooper has shown he possesses these qualities in a superlative degree, and therefore I am very glad to have been allowed

to join in this combined effort to do him honour this evening.

The RT. HON. LORD ATKIN, P.C. : Mr. President, my lords, ladies and gentlemen,—What has struck me at this gathering is the thought that a man is able to produce, before the eyes of a critical audience, records of his life's work, and for them to deserve, as they do deserve, the admiration, as I say, of a really critical audience. How few of us could do it. What a horrible thing it would be for a man in my profession, who has been an advocate, if his past works rose up in judgment! Whereas for Sir Edwin Cooper, his works rise up and call him blessed. I think it is one of the entrancing attributes of the architectural profession that a man can leave works such as these and present them to this generation and to posterity, and invite their criticism with confidence. What beautiful things there are around this hall, all



GRAY'S INN LIBRARY

representing devotion and artistic powers which very few people can equal. An architect, above all people, works for the future, one might almost say for infinity. Who can tell when that great building will disappear from London? And whoever looks upon it in generations to come will know that it is the work of a great artist. Someone spoke—I think it was Sir Percy Mackinnon—of the fact that Sir Edwin's clients had the advantage of always knowing that he understood their feelings. He has done a little—relatively in size a little—for us at Gray's Inn, in that beautiful library. But I find him an extraordinarily difficult person to do some things that I want him to do. For instance, there is a point of view which I hope I do not, as a client, entertain to myself, I hope other clients share it. I am possessed with the belief that it is of the utmost importance that in all great works of art the artist's name should be permanently

recorded and associated with the work, so that future generations should have no doubt as to who was the great man who was really responsible for it. I find there are a great many buildings about which you have to go to works of antiquity in order to find out who was the architect. I have tried to get Sir Edwin to arrange for us, at Gray's Inn, some sort of panel recording his name as being the architect of our library. I cannot get him to do it, but I hope that, in time, I shall exercise sufficient pressure upon him to get him to do so. And, in addition to Sir Edwin's name, I want also to have associated with his name the names of the persons whom he so generously referred to, the craftsmen who helped him in his work. He has introduced into our building, as I know he has introduced into the Lloyd's building, and, I think, into the Port of London Authority building, some of the most beautiful carvings



THE NATIONAL AND PROVINCIAL BANK, LOTHBURY  
From a pen drawing by Sir Edwin Cooper

which can be seen in London, worthy of Grinling Gibbons, no doubt executed under Sir Edwin's guidance, and I hope to have the name of the craftsman recorded for future generations. I hope it will be the fashion that great buildings should record the name of the great artist who is responsible for the building, and of those who help him.

Sir Edwin devotes himself to his work. While devoting himself to our building at Gray's Inn he had no end of work to do; but I agree with what my predecessor in control of the library said, that so far as we were concerned we were impressed with the idea that Sir Edwin, who carries on his business at Gray's Inn, had nothing to do in the course of the year except look after our building. And I think that is the impression produced on all his clients on each separate job. At any rate, so far as we are concerned, we have recognised the artist, and we are immensely grateful to him, and it is a great pleasure for anybody associated with him to be allowed to have the opportunity of recording these few words of appreciation.

Mr. WALTER TAPPER, A.R.A., F.S.A.

(Past President R.I.B.A.): I think I would like to say a word, because I think I shall express the feelings of the profession. We have listened to these delightful clients, and I wish every architect had such; most of us have. Well, sir, Sir Edwin Cooper, as you have heard, has done all these great buildings. Mere size is no criterion of a man's architectural sense; but to design his buildings well and to have them carried out efficiently shows him to be a man of no mean ability. I am concerned with comparatively smaller work, and I look upon Sir Edwin Cooper's small works, such as the library at Gray's Inn and the Star and Garter Home at Richmond, with the greatest pleasure, for they show—as indeed do all his works for that matter—a real love for our great traditions of building, and a profound knowledge of the principles which go to make great architecture. Edwin Cooper's real desire to raise the standard of architecture, so that it may be beneficial to mankind, is well known to all his colleagues.

And before I sit down, sir, I should like to



touch on a rather more personal note. I first met Edwin Cooper at, I think it was, the beginning of this century; we both belonged to a little Book Society in Gray's Inn, where I lived for twenty years. We were both keen young men, making endeavours to get along in our professional life, and strenuous and anxious days they were. A great deal of midnight oil was burned. Crossing that dignified old square in the early hours of the morning, as I sometimes did, you would generally find candles—I think it was candles in those days—well alight in Cooper's room. And the outstanding thing that I seem to remember about him was his insatiable love for his work. And he has arrived, sir, at the honourable position which he so worthily occupies to-day, in that way and in no other. I cannot do better to-night than commend such an example to the young men of the present day, and, for that matter, to all men. For I believe that if there is one thing more than another that is necessary to place this country on the sound financial basis such as it formerly occupied, it is such individual effort. We seem—at least so it appears to me sometimes—to rather depend upon, or think we depend upon Governments, indeed upon everybody except ourselves. It is only by individual effort that we can become the country we once were.

And now I am going to speak a little more intimately still. It must be a great joy and a real pleasure to our friend to see so many old and well-tried friends—and I see many—round about him to-night. I remember, on a similar occasion to this, when I was in that chair, sir, quoting the words of a great, wise and learned man, who wrote many centuries ago: "They would seem to take away the sun from the world who would withdraw friendship from life; we have received nothing better from the immortal gods, nothing more delightful." That he may have that continued friendship and the happiness which it only can bring is the wish, the sincere wish, of us all.

And, in conclusion, I should wish to associate the name of his wife, Lady Cooper, in this expression of our love and regard for him.

Mr. BEN TILLET, M.P.: Mr. President, my lords, ladies and gentlemen,—I want to associate myself with the speeches that have been made. I

am a stranger, I am outside your immediate circle and belong to public bodies that may call upon the services of this great architect: but I want to say, as an outsider, that the love of architecture does not belong alone to the great capitalist class—and I say that without any feeling—the love of architecture belongs to the world and belongs to its people. After all, you cannot visit Rome without a sense of the grandeur and the mightiness, and the brightness of intellect that built Rome. You are unable to go to an old cathedral city without feeling a great sense of reverence. I feel that the architect has an Aladdin's lamp, and he rubs it and the City Beautiful comes forth. And that is because he is a human being with a human intellect and human resources, learned by the traditions and the lessons of the past. And I want that architect to throw his genius over civilisation, I want him to build the City Beautiful, I want him to build the finest monuments to architectural genius, and I want him to spread that until the homes of the common people, the ordinary people, the community, shall enjoy the fruits of his labours. Up till now his genius has been spent in the employment of great money resources. I am not begrudging that. As a matter of fact, I have an admiration for the moneyed that they can be so artistic as to employ genius. But I want to say to-night—although I may not live to see it—I want to see great town-planning schemes, and artistic values, and a sense of spiritual beauty permeate the ordinary life, the lives of the people: the mother, her bairns, her home and living conditions; so that out of that we may build a nation born into the sense of beauty, of light, of colour, of proportion, of ornament—but not ornate—so that the child itself shall begin, when its eyes are open and its senses evolved, to participate in the great joy of mighty geniuses. This great man whom we are honouring to-night may not assess his value, possibly the world may not assess it at its true worth; but if brains like unto his can give of their genius to the world, from end to end, in better living and working conditions, in the utilities of life, if he can give it, with no class division or favour, and men like unto him, then the world will be the better for the architects who can give of their beauty.

## The Work of Sir Robert Lorimer

K.B.E., HON. LL.D., A.R.A., R.S.A., F.R.I.B.A.

BY MR. F. W. DEAS [F.]

### Vote of Thanks and Discussion

THE PRESIDENT, SIR BANISTER FLETCHER, F.S.A., IN THE CHAIR

The PRESIDENT called on Mr. H. M. Fletcher [F.] to propose a vote of thanks to Mr. Deas for his Paper.

Mr. H. M. FLETCHER [F.]: It was a very happy provision that brought Mr. Deas here to remind us of Lorimer. In every respect Mr. Deas is fitted to appreciate Sir Robert Lorimer; he was a friend of his; he is a collector, a man of fastidious taste, an architect, a Scotsman, and an Edinburgh man, and he has done his task in a way which, I think, must satisfy all who knew Lorimer. I had not the good fortune to know him, but I always had a great admiration for his work, though based on very little but the photographs which one sees in the papers. The Thistle Chapel is the only work of his I have actually seen, but that is enough to give one an idea of his powers, and one feels grateful to the man who could bring back richness into modern life. We are too apt to be afraid of richness; when we see an addition like that of a tiny jewel made to a large and severe building like St. Giles's Cathedral, we feel that it was right to be rich. The craftsmanship which is shown there is astonishing. There can be nobody who employed craftsmen to such good effect as Lorimer did, and one is afraid lest, in these poverty-stricken days, that great tradition of fine craftsmanship which was revived by Lorimer, and by many of his contemporaries in England, may be lost. It would be a great misfortune if that were to happen and we were to take refuge in steel piping and reinforced concrete for all purposes. This evening has given us cause to feel that it is worth while to make every effort to encourage not only our practical builders, but our craftsmen.

Lorimer remained, I think, a Scotsman all through. One felt that touch in the additions he did to Lympne Castle; it was not done as an Englishman would have done it; there was some flavour brought from the other side of the Border and put beside the Castle of Lympne. Perhaps it is the way in which the park grass comes up to the wall, to which Mr. Deas called our attention in some of his Scottish works. Another point of craftsmanship was his great care in the texture of walls and roofs, and that will bring its reward. For where the buildings, in their new state and as they were photographed, look a little severe and harsh, it is just that touch of fine traditional craftsmanship in the masonry which will give the weather its chance of bringing them into harmony with the landscape.

His imagination is, perhaps, seen best of all in his ecclesiastical and memorial work. I was quite unprepared for the magnificent severity of that church in Edinburgh, St. Peter's. I do not know how many people here have seen it, probably very few; but there is a severe romance about that interior which is not like any other of his work.

Of the Edinburgh National Memorial I cannot speak; I have only seen the outside of the apse while it was still under the scaffold, and I think we must take it from Mr. Deas that there is something almost of magic about that work. There are strangenesses to the English eye which it is difficult to understand, but when we find it has seized upon the imagination of the whole of Scotland, as it has, we must realise that Lorimer knew what he was doing.

The last words of Mr. Deas are what, I think, we should carry away with us, and I would like to add that there are many to whom it would have seemed natural, if Lorimer had lived, that this Institute should have counted him among its Gold Medallists.

I have great pleasure in moving the vote of thanks to Mr. Deas.

Mr. D. S. MACCOLL, D.Litt., LL.D. [*Hon. A.*]: Mr. President, ladies and gentlemen,—I think we must all have greatly admired the clean-cut way in which the lecturer's paper was conceived and presented; it was an "architectural" essay in form and packed with interesting matter.

I suppose I owe it to the privilege of being a fellow-countryman of Lorimer that I have been asked to speak to-night, because it has been my misfortune, since I left Scotland at an early age, to return there too seldom, so that I saw comparatively little, either of Lorimer or his work. But I do clearly recall two meetings. The first was a good many years ago, in his own house, where I dined with him, and I remember the modest and yet fervid Scottish character of the host, and the beauty of the surroundings, collected by a fine taste, and not too numerous. The other meeting was at the Musée des Arts Décoratifs in Paris, where he was, of course, in his element. He was engaged, with Morley Fletcher of the Edinburgh School of Art, in securing examples and reproductions of work for the use of the students. We went about among tapestries, old furniture, and the rest, and he was excited and delighted to be there. But two years ago

I had the opportunity, unfortunately at the time of Lorimer's fatal illness, of seeing, at last, some part of his work, and reviving acquaintance with the buildings out of which it grew. I was accompanied by an English architect, a man known to most of you here, Lionel Pearson, and if my patriotic feelings accounted for some part of the pleasure I had in going back to what was old and discovering what was new, I could measure more coldly by the effect upon another, to whom all was unfamiliar, the beauty and charm of that Scottish work. Lionel Pearson fell in love with it—there is no other word. We were staying at Anstruther, and the adorable Kellie Castle, which was shown on the screen, and in which Lorimer the painter still has the felicity to live, is a neighbouring place: we had the pleasure of going there and seeing it and its lovely garden. But we also took occasion to visit Edinburgh and to see Lorimer's own work there: the three monuments which have been described and illustrated to-night, the Thistle Chapel, the War Memorial, and St. Peter's Church. The chapel is a remarkable example of what both the lecturer and Mr. Fletcher have stressed, a true revival of mediæval crafts. I suppose the Englishman with whom you can best compare Lorimer in that respect was William Burges, of a generation earlier, who got so well inside the mediæval skin that he could joke in Gothic. Perhaps you know the house he built for himself in Melbury Road. On one of the mantelpieces was sculptured an alphabet, and as it was a Cockney alphabet the "H" had dropped out and lay on a ledge below. Lorimer, as Mr. Deas described, had won to the same freedom of humour, and, like Burges, he did things that designers of the Middle Ages might have done, had they thought of them. That is the test of a living, as opposed to a shop-copying revival. Nothing could be less like shop stuff than the wood-work of the Thistle Chapel. Pearson pointed to curvatures which no one could have set out on a drawing board; they had to be executed by the craftsman's learning and skill, as trained by a master. Then we saw the War Memorial on the Castle Rock. There is so overwhelming an emotion associated with that shrine of the regiments and their sacrifices that it was difficult to arrive at any critical estimate on the spot. What one felt was that it must have been a well-nigh desperate effort almost to improvise a band of sculptors and other craftsmen to carry out all that variety of work. Who could, in a short time, do that completely: find and train and control a small army of helpers? It was a work of gallant devotion, such as Street and Bentley died in carrying out.

But what I enjoyed most was the little church. I assure Mr. Fletcher he would admire doubly the thing itself, much as he has admired it in the photographs. Lorimer here was strictly limited in the matter of cost:

he was forced to think of every penny. The enrichments are sparse and exquisite: little bits of iron-work, for example, in a play of fancy, but not too much. They told all the more against a general austerity in the building.

But domestic work, after all, was his main concern, developed on the lines of the Scottish seventeenth century. Of Lorimer's castles and houses I know only what has been published or shown on slides to-night. But his school for that was the house in which he was brought up. Kellie Castle was acquired by his father, the Professor, who put all he could spare out of a limited income into re-establishing it, employing the village carpenters and builders. If you want to know what those craftsmen are still capable of, visit Falkland Palace and look at the perfection of restored planking in the floors alone. So at Kellie Castle. Restoration has come to be a term almost of abuse: here it meant no break in continuity, no perversion—only a scrupulously intimate repair and congruous furnishing. The house is perfect of its kind, that Renaissance vernacular which the poorer country translated out of French. Lorimer's task was to rehandle other buildings of the kind, rescuing them from half-ruin, making kindly additions, or devising new work in the same tradition.

There is an Exhibition of Scottish Art and relics at this moment in London, concurrently with the very different one of Persian culture; luxuries of the paradise on one side, scanty and modest treasures on the other. But on one point I envy the Persians little: their architecture, which I cannot like. It is alien stuff for one who—if not, like Lorimer, born native to the Kingdom of Fife—feels at home in that corner of deep soil, fisher ports, masculine building and blessedly little motor traffic. No gorgeous East, the "East Neuk," with its bitter winds; yet

For me the crow-stepped keep, a light  
Frugal, brief summer flowers in flight,  
And, for the nightingale,  
Rooks cawing in the fall of night,  
By Anstruther and Crail.

But I ramble. I have only to end by warmly recommending to you the vote of thanks for an excellent paper.

Mr. OSWALD P. MILNE [F.]: I should like to add a few words to the thanks that the other speakers have given to my friend Frank Deas for the most charming paper on another friend of mine, Robert Lorimer.

It was in the middle of the war, when I came back from the Front, very unwell, that I was posted at Leith, near Edinburgh, and going up there, I made the acquaintance of Lorimer and Deas; and I found, coming back as I did from the desolation of the Front, that here were some of the most charming people, artists and men to whom one could talk of the things

that seemed the most worth while. It was a wonderful interlude in the war to come in contact with the enthusiasm of these artists and the band of craftsmen who surrounded them. I made there many most admirable friends who were introduced to me by Lorimer. Lorimer was a man of immense enthusiasm and a tremendous worker, and it was a joy to go about with him and hear his views on every kind of artistic matter. He took me to see many of his buildings, as did Mr. Deas.

Lorimer, of course, had the defects of his qualities; he was not always very popular, because, being a great artist, he did not always suffer gladly those who did not feel and see things from his own view point.

Looking, as we have just done, at these plans of his houses, it is queer to think that whilst they were planned and built only some 15 or 20 years ago, they almost belong to a different world from that in which we now stand. They are houses which people are not building to-day, as shown by the wealth of detail, the number of rooms, etc. But though Lorimer worked, possibly, in a different atmosphere from the atmosphere which is overtaking the world to-day, we do see in all his achievements the work of the really great artist; and that is the thing which must impress everyone who sees his work, whether it be that gem the Thistle Chapel or the more austere church in Edinburgh, which is a remarkable tour de force, and has a sense of scale and bigness which is largely arrived at by the careful thought of its placing on the street. Whatever he did there was about it the touch of the true artist. Fashions in architecture may change, but when there is the spiritual quality which inspired Lorimer's work, the passing of time will not impair its value.

I would like to thank Mr. Deas for again reminding me, and all of us, so well and pleasantly, of this great artist who died all too young.

The Rt. Hon. The EARL OF CRAWFORD AND BALCARRES [*Hon. F.*]: I hesitate, in this assembly, to say much about the technical achievements of Sir Robert Lorimer, but perhaps I might hazard an opinion that his distinction was largely based on the environment of his early life. And I go back to the first picture which Mr. Deas showed us, the photograph of his home, the wonderful Kellie Castle. That came into the possession of his father, a distinguished scholar, between fifty and sixty years ago, when the house was practically derelict, captured, as the inscription says, by the owls, the jackdaws and the crows. And in those days it was rare to find a man of such discernment as the late Professor Lorimer to repair and restore, in the most wise and loving fashion, the fine old house which had at last fallen into decay. It was there, in Kellie Castle, with the massive keep and the more orderly buildings which the later affluence of

Scotland allowed to be erected in the sixteenth and seventeenth centuries, that the Lorimer family grew up, with the wonderful mother whose splendid face and personality survive in the very beautiful three-quarter length portrait by her son. There the family grew up, watching the house gradually recover its pristine beauty and vitality, and the influence of the family, begun long ago, exercised itself upon the spirit of local craftsmanship which has, happily, never yet died out in the East of Scotland. And in the village of Arncroch there survive to this day artists in woodwork and ironwork not only creditable to the Lorimer family, who revived their interest in these things, but creditable to Scotland as a whole, that it should possess and appreciate these survivals. Beyond the great keep was the withdrawing room, the upper chamber of the house, commemorated by John Lorimer in the picture which the French Government had the wisdom to purchase and place in the Luxembourg 25 years ago. Therefore the whole family coalesced into bringing this old corner of Scotland back into a fruitful and living personality, which, as Mr. Deas has shown us, from the architectural point of view, has not only extended all over Scotland, but has penetrated into England as well.

And among other things which we may give more attention to was the extraordinary skill of Sir Robert Lorimer in reviving the old derelict castles, of which there are still so many left in Scotland. I often wish that Lorimer had established a regular school for reclaiming these desolate, neglected and abandoned houses, which still exist in great numbers, many of which he himself brought back into a wonderful and vivid existence. All over Scotland there are houses which 20 or 30 years ago were, as Kellie Castle once was, completely abandoned, but are now beautiful and vital centres, repaired with his loving and knowing archaeological taste, combined with a full and opulent sense and standard of comfort.

Lorimer was a most remarkable man, not only a consummate craftsman, but a great inventive architect, and a wonderful collector also. He would not only build and furnish your house for you, but, if you gave him the chance, he would buy the antiques for you, and his choice was an extremely nice one. He made a beautiful collection himself. And he was a great gardener; he understood the relation of the garden to the house, and the relations of access to the house and of egress from the house; you got into his houses with pleasure, and out of them with dignity. That quality is all too rare nowadays. He was a remarkable man, a very charming personality, and I am sure in my own mind that his influence will be one of continuing good.

Lieut.-Col. F. R. DURHAM, C.B.E.: I want, in the first place, to thank you for inviting me to-night,



and I think it a great privilege to receive your invitation, and, if I may say so, I would like to take this opportunity of expressing my thanks to the great architects with whom I have worked whilst acting as Director of Works of the Imperial War Graves Commission. Sir Robert Lorimer was one. As an engineer—therefore as one of the opposition—the kindness and patience and sympathy which I received in trying to help them in carrying out that great work has been one of the greatest pleasures of my life. I want to say I had the privilege of working more or less, I can't say with him, but following in his footsteps and trying to get his work done, during seven years in Italy, in Macedonia, in Egypt and in this country. I do not profess that I can talk about architecture, but having worked under seven of your leading architects I ought to know something about it. I had to conform with their various ideas and ways, and try to see that all those were harmonised through the various contractors that I had to work with to get their wishes achieved. I had the great pleasure of travelling with Lorimer, and the resourcefulness with which he used to try to utilise local material to construct cemeteries in far-off countries was most interesting. He foresaw that to get the material from this country in the early days immediately after the war was a financial problem which put their aid out of the question. The trouble he took searching the quarries in Italy and Macedonia and Egypt to try to find material which would suit and last and be permanent showed what manner of man he was. I shall never forget, when we got to the top of the Penteliton marble quarries at Athens, his saying "I shall never be a quarry-master: there is too much waste." This brings me to another story, if I may tell it without profanation of this great Institute and profession. It was a very hot day when we arrived at Athens; we climbed up the Acropolis, and as we walked through the Parthenon, he said "Durham, I hate ruins; let us go down." We went down, and at the bottom of the hill we sat down and sucked oranges to quench our thirst. May I take it that this story adds to what Lord Crawford has already said: Lorimer hated ruined houses, and his only wish was to rebuild and repair many more of the Scottish homes which are still in ruins.

His wonderful craftsmanship and use of materials has been emphasised, but I want to add as well his wonderful craftsmanship with the human race. He

knew how to draw all together and to mould us and to lead us to admire his work, and so get us to do his work in the way he would have it.

Mr. CHRISTOPHER HUSSEY: I must say how much I have enjoyed Mr. Deas's extremely concise and illuminating paper. I spent a few pleasant days with him in Edinburgh last summer, and we went round to look at many of the places which were built by Sir Robert Lorimer. I have had the opportunity of seeing some of the more out-of-the-way restorations of Lorimer's; notably there is one which was not illustrated to-night, and is, perhaps, the most romantic of them: Dunderave on Loch Fyne. It is of rough purple stone, and it was roofless and floorless when it was taken in hand. It is now almost an ideal type of home for that windy and misty neighbourhood. At Balmano it is so arranged that it is impossible to see the great white tower until the doorways in the archway are thrown open, and then it bursts upon you, as Mr. Deas said. Every bedroom, every room in the house, has some individual use of wood or plaster work, or stone work, which is, perhaps, the best of all. There is the dining room in the vaults, with barrel vaulted ceiling whitewashed over, and simple wood furniture in chairs and table.

A point which Mr. Deas laid stress on, and which I should have liked him to stress more, was that Lorimer found so poor a style of craftsmanship and buildings in Scotland, though, as Lord Crawford said, the elements were there, though they did not appear on the surface. But, in the course of thirty years' practice, Lorimer not only created a style for Scotland, but a living national tradition, which it is for ourselves either to follow or to drop. Let us hope that it will be followed, that this trail will be followed up by Scotland in future.

Mr. DEAS (in reply): Sir Banister Fletcher, ladies and gentlemen,—As I am afraid I have already kept you far too long, though unintentionally, I will only say now that I thank you most sincerely and heartily for your kind reception of my words.

#### CORRECTION

The small photograph at the foot of Mr. Deas's paper in the last issue of the JOURNAL was incorrectly described. The carving is not at Darvel as stated, but from the Russell Allen Memorial at Davenham, and was carved by Mr. C. d'O. Pilkington Jackson of Edinburgh.





# Town Planning and Aviation

## THE FIRST (INTERIM) REPORT OF THE AERODROMES COMMITTEE

### PREFACE.

Few developments of the present age are so rapid, so revolutionary, and so far-reaching as that of air-transport; and no other perhaps presents problems so unprecedented and so important for architects and town planners. A successful "Competition for the Design of an Aerodrome," held in the spring of 1929 under the auspices of the Royal Institute of British Architects, with prizes presented by the Gloster Aircraft Company and Messrs. H. H. Martyn and Co., aroused interest in the subject; and it was felt, after the competition was finished, that further consideration was urgently required. The Aerodromes Committee was therefore formed by resolution of the Council of the Institute on 13 May, 1929, to examine and report on the Architectural Design of Aerodromes. Representatives of the Air Ministry, the Ministry of Health, Imperial Airways, aircraft manufacturers, etc., in addition to architect-members were appointed to serve on the Committee, the present membership of which is as follows: Mr. G. L. Pepler, Ministry of Health (Acting Chairman); Major R. H. S. Mealing and Mr. H. A. Lewis-Dale, Air Ministry; Sir Alan Cobham, Aerodrome and Air-route Consultant; Lieut.-Col. I. A. E. Edwards, formerly of the Air Ministry; Mr. G. Woods Humphery, Managing Director, Imperial Airways; Mr. David Longden, Managing Director, Gloster Aircraft Co.; Major R. H. Mayo, Consulting Engineer to Imperial Airways; Major Anthony Muirhead, M.P., Council for the Preservation of Rural England; Mr. H. N. St. V. Norman, Managing Director, Airwork, Ltd. (Heston Aerodrome); Lieut.-Col. J. E. Dixon-Spain [F.], and Messrs. E. Vincent Harris [F.], T. S. Tait [F.], Maurice E. Webb [F.], L. M. Austin [A.], A. G. MacDonald [A.], Michael Tapper [A.], Grahame B. Tubbs [A.], and John Dower [A.] (Secretary), architects.

The programme of work on which the Committee are engaged includes the collection of information to

form a survey of the development of aerodromes and their buildings in Britain and throughout the world, the examination of the technical requirements governing aerodrome design, the production of interim reports on the various aspects of the matter and of a final report embracing all their conclusions. It is proposed to hold a conference and exhibition at the completion of the Committee's work. Pending its final report, the Committee are anxious to give any general assistance and advice that may be in its power to municipalities or other bodies engaged in, or contemplating, schemes for the provision of aerodromes.

The Committee's first chairman was Air Vice-Marshal Sir Sefton Brancker, K.C.B., Director of Civil Aviation, who was killed in the disaster to the airship *R101* at Beauvais on 5 October, 1930. They wish to make acknowledgment here of the very great inspiration which his energetic leadership gave to their meetings. He devoted his life to the cause of air transport, and every department of that cause has lost in him one of its ablest pioneers and most charming personalities.

The Committee have devoted their preliminary attention mainly to the broader town planning aspect of their subject, the consideration of which naturally preceded the more detailed examination of aerodrome buildings. The present First (Interim) Report is, therefore, entitled "Town Planning and Aviation." It is hoped that advance publication of the information they have collected and the general conclusions they have reached in this aspect may be of interest and use to the many persons and bodies now beginning to be concerned in plotting the groundwork of British air development. Later reports will deal with the more purely architectural aspects in the lay-out and design and technical requirements of aerodrome buildings.

(Any communications should be addressed to John Dower, Secretary, Aerodromes Committee, R.I.B.A., 9 Conduit Street, W.1.)

### THE REPORT

#### THE NEED FOR CIVIL AERODROMES.

British aviation development in all matters affecting the aeroplane, whether civil or military, is well abreast and in many departments well ahead of that of other countries. The present and projected services of the British "Imperial Airways" overseas transport system bear favourable comparison with the corresponding services elsewhere. But Great Britain lags at present far behind Germany and the United States, and several other and smaller countries, in the development of internal air transport, and in the provision of the aerodromes with their buildings and other ground equipment upon which such development must rest. For lack of what we may summarise as adequate "ground-work" the country is suffering serious delay in the growth

of a new means of transport of wide application, great fluidity and vastly enhanced speed, which might contribute largely to her future prosperity.

To look far ahead or generalise with any certainty in a sphere of human activity so widespread, so highly technical, so revolutionary and so rapidly changing as aviation, is obviously very difficult, if not impossible. It is, however, probably safe to say that Great Britain cannot be considered adequately equipped for the flying of the next ten years, until there are landing fields of sufficient size for safety, properly marked and with some fixed minimum of equipment, at intervals of not more than twenty miles. The landing fields along heavily used air-routes and in areas with high density of population will need to be at much smaller intervals—American expert

opinion is already asking for a maximum of ten miles. Of the landing fields required on this basis of calculation—some three hundred at the least (excluding all military aerodromes and all seaplane stations)—a considerable number would be in comparatively remote country places, and only for occasional and emergency use; but the majority would be in proximity and organic relation to towns, and to the roads and railways serving them, and as such would pass out of the category of mere landing-fields into that of permanent aerodromes, with established staff and equipment and buildings, comparable to those of the railway stations, garages and road transport offices serving the same towns.

#### THE REQUIREMENTS OF A LANDING FIELD.

Before considering the methods by which such a provision of aerodromes may be secured and adequately equipped, it is desirable briefly to outline the elementary requirements of any landing field to secure reasonable safety in use by aircraft. These have been established and described in the Air Ministry's "Notes on the Location, Size and General Requirements of a Site for a Civil Aerodrome," and it is not here necessary to do much more than summarise that pamphlet. Even disregarding (for the moment) the many commercial and "amenity" considerations which must have great weight in determining the choice of sites, the location of aerodromes is a matter for expert judgment of many, often conflicting factors. Comparative freedom from fog and low cloud is a matter of the greatest importance; thus it is normally undesirable that aerodromes should be placed near the sides of towns over which smoke and dust and consequent fog are blown by the prevailing wind; low-lying ground near any large expanse of water, whether river, lake or estuary, is often equally unsuitable through liability to ground mists and fogs. On the other hand, while higher plateau lands are usually free from fog, too high ground may be equally unsuitable from excessive liability to low cloud.

Almost the whole of Great Britain is favoured with extensive grasslands which, with comparatively slight treatment, could provide an admirable surface for use by aircraft, and rainfall is everywhere sufficient to keep such grassland, with adequate attention, from breaking up in use. Thus the costly expedients of artificial surfacing with oil or tar dressings and extensive concrete runways so widely adopted in America are not normally necessary here; though, as soon as use is heavy, some concrete paving or tarmac for an "apron" space of at least fifty yards in depth in front of hangars will become necessary, and surfacing treatment may be required for other areas subject to constant wear. This treatment not only facilitates the handling of aircraft and saves ground staff work, but also provides valuable protection to the propellers of aircraft which are very liable to damage from mud and water sucked up when the engine is running at high speeds.

Where a grass surface is relied on for the field itself, a sufficient firmness (roughly a capacity to withstand a rolling pressure of one ton per square foot) must be maintained and a firm subsoil and good drainage are therefore essential, especially in the vicinity of hangars, etc., where the greatest concentration of traffic occurs. Pro-

bably some degrees of artificial drainage will sooner or later be necessary in every case to supplement natural drainage. It is normally a false economy to delay drainage operations; if the subsoil is unsound, use will soon destroy the surface and make the necessary treatment, when it is undertaken, more radical, more difficult to organise and much more expensive. But the costliness of schemes involving elaborate drainage operations over the whole field at the outset must under present conditions be prohibitive, and all waterlogged areas or fields liable to extensive flooding should be avoided.

The actual landing space of an aerodrome should be approximately level, though a slight fall, especially from the centre to the edges, will assist the quick drainage of heavy rainfall. The Air Ministry standard limits the average gradient to 1 in 50 and the maximum gradient of any particular undulation to 1 in 40. In many parts of Britain no otherwise possible site will be found to obey this condition and some levelling operation will be needed. The probable cost of such work is a factor that should not be forgotten in the choosing of sites. Levelling, however, may on some sites expose a clay or other subsoil which may be very difficult to drain or surface; while it is difficult to ensure a firm level surface on extensive patches of deep making-up. After any required drainage and levelling works are completed it is necessary to secure a reasonable smoothness and evenness of surface for the landing space; the Air Ministry's standard is such surface as will allow a motor car to be driven over it at twenty miles per hour without discomfort. Close attention must be given to maintaining this standard when it has been achieved. All damage caused by tail-skids, etc. (or by moles), should be made good as it occurs, and regular mowing and rolling and occasional fertilising are necessary.

The effective size of an aerodrome is in terms of the minimum length of clear run available in all directions. A landing space for general use by aircraft of all normal sizes must have at least six hundred yards, and should, if possible, have eight hundred to one thousand yards in every direction; for aerodromes limited to use by light aeroplanes only the dimensions may be reduced to a minimum of four hundred yards. Where there is reasonable approximation to square or circular shape, these conditions may be taken to imply a necessary area of from sixty (thirty for light planes only) to two hundred or more acres, free from all obstructions and available exclusively for the rising and landing of aircraft. Where possible, a circular shape is obviously the most economical of land. Additional space beyond the minimum is most valuable when it provides a greater length of run in the direction most heavily used—that of the most prevalent wind.

It is not sufficient, however, to fix minimum dimensions for the landing space: its whole perimeter must be kept clear of any obstructions that could constitute a danger to aircraft. A considerable further area all round the field must therefore be purchased or otherwise controlled, so that on it no building, tree or other object rises to a greater height than one-fifteenth of its distance from the edge of the field. Thus, if the aerodrome is to be equipped with hangars and other buildings forty feet

high, a space of six hundred feet must intervene between them and the effective edge of the landing area. Even overhead telephone and telegraph wires along a road bounding the aerodrome constitute dangerous obstructions as much through their invisibility as their height. Their incidence and the possibility of getting them put underground are a matter of great importance in the choosing and developing of sites. In this connection it is clear that an aerodrome cannot be considered fully established for safety until the boundary of the actual landing area absolutely free from obstructions on this 1 in 15 rule has been marked out by a continuous line, or spot markings at frequent intervals, of a character easily recognisable from the air, and, if night use is intended, by a corresponding series of boundary lights which cannot be mistaken for anything else.

In practice it has not been possible to keep many existing aerodromes entirely free from obstructions on all sides, and no doubt some future aerodromes will have to share the same deficiency. Where the "flying gaps" between such unavoidable obstructions are well distributed and collectively cover the greater part of the perimeter, reasonable safety can be presumed; but the condition is not a desirable one and no effort should be spared to avoid it. No "flying gap" is considered satisfactory for Air Ministry licence which is less than two hundred yards in width. Steps should, in any case, be taken to ensure that no additional obstructions can be added in the future; and really high obstructions, such as wireless masts, should be avoided at all costs. Just as additional length of run is most valuable in the direction of the most prevalent wind or winds, so freedom from obstructions of any kind is most valuable when it occurs in the same line. In particular, it is always desirable that the aerodrome buildings, whether they constitute technical obstructions or not, should, if possible, be placed on the side parallel to and not on the side across which the most prevalent wind blows.

#### ACTION BY LOCAL AUTHORITIES ESSENTIAL.

It will be seen from the foregoing requirements that aerodrome sites need to be not only of considerable extent—an extent comparable to that of a small to medium sized farm—but also that suitable locations for them are not easy to find. If it be added that an aerodrome serving a town is not much use unless it is in close proximity to the town, and to the roads and railway lines which also serve it (thirty minutes by some readily available means of transport from the centre of the town is a reasonable maximum to aim at), and that therefore it must usually occupy land ripe or shortly to be ripe for building development, it becomes clear that only the special powers possessed by local authorities are sufficient to make the acquisition or reservation of aerodrome sites on an adequate scale a practical proposition. Some few civil aerodromes (in addition to all the military aerodromes which are outside our consideration here) may be owned and developed by the central government—Croydon and Lympne are existing examples; some few more have been and will be established by aeroplane manufacturers, by clubs and private operating companies, though their particularised use may limit their general availability and there is no guarantee of their permanence; in other cases,

it may be in most cases, the later development and operation of the aerodrome may best be put in part or whole into private hands; but the vast mass of the future aerodromes of the country must be provided and owned by the community through its local government organisation, and not by individuals, however organised.

Local authorities are empowered, by the Air Navigation Act, 1920, to establish and operate aerodromes, including their approaches, buildings, etc., to buy or rent land for the purpose, and to borrow money for so doing. Compulsory powers of purchase are provided for in the Public Works Facilities Act, 1930. By the use of their general town planning powers they are further enabled to secure reservations as permanent open spaces of future aerodrome sites and to arrange for restrictions on the nature of development, the heights of buildings, etc., in the perimeters of landing fields whether present or future, with a view to keeping them clear from obstructions. Many large cities may find that the nearest suitable site is outside their own area, and in that of some neighbouring urban or rural district, but, by co-operation or the operation of a joint town planning scheme, this condition need be no bar to the full exercise of their powers. In some cases, where centres of population are close together, it may be the best policy for two or more local authorities to combine to set up a joint aerodrome central to their collective area. In more sparsely populated districts it may prove that the County Council is the proper unit to undertake the financial burden, especially of emergency landing grounds; though no single aerodrome can be adequate for a whole county area, and action by the County Council in no way relieves the larger municipalities from the necessity of providing for their own aerodrome requirements.

In any event action by the community to secure at least the reservation of large numbers of aerodrome sites is vital and of immediate urgency. New buildings are rapidly covering all the most suitable localities at all near the centres of towns; projected overhead electric cable lines which it might be possible to divert to avoid determined sites, are spreading a network of future obstructions to sites not yet determined; the expense of purchase and compensation cannot but rise with every month that passes. The day will be very soon when it is recognised that a municipal aerodrome is something that every town must provide and equip, not merely for the needs of the moment, but for such future development of aviation as technically equipped and fully empowered experts can foresee.

#### SOME ALLIED NEEDS.

Before passing to consideration of the problems for town planner and architect which arise in connection with aerodromes, it is desirable to mention very briefly some requirements other than actual aerodromes which follow from the development of aviation. It will, firstly, become more and more essential, as air transport increases, that the whole country should be adequately "air-marked" both by day and by night. Besides the markings at landing fields, sites will have to be found for beacons at long intervals along air routes, and all high obstructions, especially when isolated and unexpected (*e.g.*, tall spires and chimneys, wireless masts and over-

head electric cable lines), whether near to or remote from aerodromes, will need marking by distinctive colouring for day and red warning lights for night.

"Air advertising," by signs painted on roofs, etc., along air routes, is rapidly becoming a major nuisance in the United States, and the danger of its development in this country should not be overlooked. Quite apart from the obviously glaring and large-scale interference they must make with the landscape amenities for both air and ground travellers, such signs, through the risk of their being mistaken for the deliberate air-markings of towns, routes, etc., would tend to confuse and endanger air navigation.

Lastly, it is desirable to mention the importance to aviation of efforts at smoke abatement. Foggy conditions and bad visibility are the pilot's greatest handicap, and smoke, especially from the chimneys of industrial towns, is one of their chief causes. The abolition of all but a necessary minimum of smoke is already the object of legislation and widespread endeavour, though they have not yet produced much effect; the safety and regularity of air transport are not the least among the many reasons for urging greater vigour in attacking this nuisance.

#### TOWN PLANNING CONSIDERATIONS.

It is impossible to give very much guidance for the town planning problems of aerodromes in a generalised form. Each case must be taken individually and on its merits. The Air Ministry (Civil Aviation Department) and the Ministry of Health are ready to give general advice and assistance to municipalities contemplating or engaged in aerodrome work. No aerodrome can be opened for use without the Air Ministry's licence, and the closest touch with the Ministry to obtain their inspection and agreement is essential. Ministry of Health sanction for the necessary loan and approval of town planning proposals are normally equally essential.

It is desirable that the services of experienced aerodrome consultants should be obtained for detailed advice in the selection and development of sites from the safety and commercial point of view. For the rest, the individual problems of town planning design must be left to qualified town planners and architects, and can safely be left to those at least who are alive to the future importance of aviation. The amenity of an aerodrome as an open space should not be forgotten. Every green gap in the ranks of streets and houses, offices and factories is a refreshing lung to the inhabitants. Though an active aerodrome is not, like a public park, an open space where people may wander freely, it may well have parks, playing fields, public golf courses and the like laid out in the lands reserved for future extension or zoned to prevent obstructions around its perimeter. An aerodrome, moreover, is an open space which fully justifies itself economically, and provides peculiar attractions of its own; aeroplaning is, and seems likely to remain, a spectacle as interesting to many people as cricket or football. In Germany, at the biggest airports, large crowds assemble every fine day to watch the flying from enclosures and comfortable restaurants and terraces overlooking the field; in America many municipalities are making their aerodromes pay good profits as places of resort and amusement. A well-

organised flying meeting should always draw a large crowd and make a valuable contribution to an aerodrome's finances.

It is perhaps safe to say that normally the choice of an aerodrome site will depend primarily on the satisfaction of safety requirements and on the greatest proximity to the centre of the town that these and considerations of cost permit; thus the question of aerodrome sites is one of the first considerations to be taken into account by the town planner—a further reason for speedy reservation. Direct approach by a first-class road is a first essential. Special railway, tramway or "tube" services to an aerodrome station are further ahead, but are bound to come, and should be planned for if possible. In the case of seaside and seaport towns, it is very desirable that a seaplane station should be provided as well as an aerodrome, and that the two should be planned in close relation to each other and to marine transport services to facilitate the transfer of passengers and goods. Combination of both land and sea-going air services in a single unit offers great advantages of economy in buildings and administration; excellent examples of this arrangement are to be found at Copenhagen, Travemünde and several other stations on the Baltic coasts, and in America. For the special problem of aerodromes to provide immediate service to the centres of large towns, the creation of large level roofs over railway stations or other buildings, possibly even over rivers, has been widely suggested. Objections on expense and other grounds seem very great, but such ideas are worthy of the closest examination, and alterations in the design of at any rate the smaller aircraft, reducing the length of run required for landing and rising, might at any time bring them within the range of practicability. Aviation has already created a revolution in the air; it will create a revolution on the ground. The future comfort and prosperity of the people depends in no small degree on the extent to which this revolution can be controlled and assimilated by organic and deliberate planning.

#### ARCHITECTURAL CONSIDERATIONS.

Further reports will deal in detail with the conditions and requirements governing the lay-out, planning, construction and design generally of aerodrome buildings. These will be based in part on visits of inspection to the major airports of the Continent and United States. It is necessary here only to stress the importance of good architectural treatment. A cursory view of nearly all the civil aerodromes of Britain in their present state would show little but a series of large sheds with steel or asbestos covering, and wooden-framed huts; nothing it might seem worthy of the name of architecture or the attention of architects. But the aerodrome thus casually equipped belongs already to an out-of-date past, and it needs but little imagination to see that aerodromes in the near future will demand buildings as important and complex as the largest railway stations, giving architects problems and opportunities of the widest possible scope. The aeroplane hangar alone, with its demand for huge spans of doors and roof, is a new and unique constructional form, requiring, if it is to achieve efficiency of service and beauty of appearance, all the trained ingenuity of architects and engineers; while the administrative, traffic and



restaurant accommodation, when moulded, as at the magnificent "station" buildings of the Berlin and Hamburg aerodromes, into a single unit, covers an unrivalled variety of traffic and entails planning capacity of the highest order. The air-traveller of the future will often get his first and most vivid impression of a country's architecture and amenities from the buildings, lay-out and surroundings of the aerodrome at which he lands. Such an impression is already one of beauty successfully derived from efficient service for those who land at Berlin and Hamburg and many other continental airports. It is surely a matter of the greatest importance to Britain's pride as a nation that her chief aerodromes—as

much "gates" to the country as her great harbours—should give at least as good an impression to travellers from abroad.

Finally, it may be urged that aviation's claim to supplement and, in part, to supersede other forms of transport is essentially the claim of speed—speed achieved without material increase of danger or discomfort. But speed in the air is little use without corresponding speed—and comfort—on the ground. The aeroplane sets a standard which the aerodrome must rival, and can only rival through the highest services of town planner, architect and engineer. It is in large measure true to say that the future of aviation now rests on the ground.

## Reviews

### TWO AMERICAN ARCHITECTS.

THE WORK OF CRAM AND FERGUSON, ARCHITECTS; INCLUDING WORK BY CRAM, GOODHUE, AND FERGUSON. *With an Introduction by C. D. Maginnis.* 40. New York, 1929. [Pencil Points Press.]

Reviewed by V. O. REES [F.].

The publication of 300 beautiful photographic illustrations of the work of Cram and Ferguson at the present time seems curiously like a warning of the instability of human endeavour and aspiration.

Here is represented a body of work so considerable that few architects in any generation or country could rival it in extent. There are included in this book illustrations of no less than forty important churches, including several of cathedral status, and of some ten University chapels or groups of buildings; the majority of which are in the Gothic style.

From 1890 onwards Cram, Goodhue and Ferguson, working together for the greater part of the time, and separately afterwards, have endeavoured to prove that English Gothic is a suitable style for American Episcopalian and Presbyterian churches. There is no doubt that they have done so with a large measure of success. They would not have been entrusted with commissions over 30 years unless their work not only gave satisfaction and pleasure, but had some real appropriateness, and had lent itself to the expression of some of the permanent traits of American religious life.

Though Englishmen may feel at times indifferent to their heritage of grand churches and towers of mediæval times, yet at one time or other they experience its spell and charm. It is understandable that Americans, many of whom own and are proud of the ties of common language and aims, should experience peculiar pleasure in contemplation of the buildings of those times and should desire to see reproductions of them in their own land. Both familiar and yet strange these reproduced West Country towers and pieces of collegiate detail seem to be in their new settings. The forms are familiar, but the brilliant light and the different climatic conditions and ground formation in America introduce factors that

prevent this familiarity from being entirely satisfactory to English eyes.

Messrs. Cram, Goodhue and Ferguson did not merely borrow their material, they succeeded in adapting it to the new circumstances with great skill. They were sincere and capable architects. They were able to avoid the mistakes in composition, scale, and detail that mar too many of the so-called Gothic buildings in the United States. In fact, their knowledge of English Gothic was profound and comparable to that of the most accomplished Gothic Revival architects in England. This book also includes photographs of a number of colleges, halls and libraries in the Colonial style. Many of these are charming, and must continue to give pleasure to their users. And yet, as one closes the book it is impossible not to feel the contrast there is between the work represented therein and that which is being done to-day, both here and in America. The work of that generation might almost not have been, so little does it stir the emotions. Neither we nor the Americans feel satisfaction in stylistic feats, however able. Our criterions for good work are changing and we are beginning to desire original creation—shapes and detail that are expressive of our own life and aims.

Goodhue in the years previous to his death was already responding to this changing point of view; a master of styles, he was beginning to find or invent one which, though based on the work of previous generations, was sufficiently elastic and comprehensive to express new conditions and ideals.

### WINDMILLS.

ENGLISH WINDMILLS. By M. I. Batten, on behalf of the Society for the Protection of Ancient Buildings. Vol. I. *A History of their origin and development, with records of mills in Kent, Surrey and Sussex.* Sm. 80. Lond., 1930. [Architectural Press.] 5s 6d.

Reviewed by H. C. HUGHES [F.].

It was a lucky chance that sent an ubiquitous reporter to the offices of the S.P.A.B. with the journalistic query, "What do you think of windmills?" for it led to the conclusion that windmills were dear, familiar objects



of the English countryside, that they were fast disappearing, and that therefore while there was yet time, at least a record of them should be made, their history and associations investigated, a clearing house of information set up for the benefit of any who were interested—and even that some should be saved and kept in work and repair as beautiful things in themselves, beautiful because of their tall graceful lines and the gleaming white of their long sails, and for their skilful craftsmanship—and worthy monuments of an earlier, simpler and less hurried day. One is often asked the question, "Why preserve this outgrown piece of machinery when you hurl other old machines ruthlessly upon the scrap heap?" Yet, is it not difficult to see a windmill veering as the wind catches her spinning fan tail, her white sails swinging up into the blue sky, and not catch the breath with the birdlike beauty of it? The windmill is passing rapidly because petrol and oil are now so easy to obtain and the same results may be obtained with less care, though at a greater expense. It is passing because a sudden storm may necessitate serious repairs, and because the hours of work are irregular in a leisure loving age. It is passing, too, because there is not room in a windmill for the elaborate cleaning processes that modern milling insists on, and the rationalising of the industry throws out of work all but the most up-to-date plants. Still, there are many places away from trains and ports, away from fast-moving waters, wind's ancient rivals, away from the stress and irregularity of industrial competition, where the farmers still support the millers, the millers still give good measure to their old customers and millwrights, who have worked at that trade for generations, are there to repair and improve. In Lincolnshire, Cambridge and Suffolk, as well as in Kent and Sussex, there are still millers who proudly keep their mills at work and make a reasonable living from a life free enough from monotony. A little well timed help with repairs often lengthens a mill's life for many years, and is a valuable way of helping.

The first volume of the series records the mills of Kent, Sussex and Surrey—as the publishers wished the counties to be grouped geographically. Cambridge and Warwickshire have the first lists to be completed, but many other counties are in active preparation, and should be published before long if this book is successful. It is very much to be hoped that fresh lists will be made in the office for each county, year by year, as the changes are very rapid. Every winter's gales take their toll, for a bad breakdown is seldom repaired; but to-day, thanks indeed largely to the campaign of the S.P.A.B., led by their active "windmill secretary," Miss Batten, there are instances of preservation as well as destruction and abandonment on record. The introductory chapters are valuable as well as the record. Mr. Rex Wailes gives a short and lucid account of the working of the windmill, and Miss Batten herself gives a reliable and impartial summary of the difficult question of the origin of windmills in Europe. Much more research remains to be done by such investigators as Mr. Vowles and Mr. Wailes; many links must be found in the chain if windmills are to be traced either to adaptations of the water mill described by Vitruvius, or to the wind board of Seistan, mentioned by the early Arab geographers. Miss Batten's summary of the evidence is worth reading, and the early illustra-

tions she has collected from MSS. of the thirteenth and fourteenth centuries, from Flemish brasses, and church pews as widely parted as Bristol and Norfolk, enliven and diversify a most interesting little book.

THE HONEYWOOD SETTLEMENT. [*A continuation of the Honeywood File.*] By H. B. Creswell ("Karshish"). Sm. 8s. Lond. 1930. [Architectural Press.] 7s. 6d.

Reviewed by HERBERT W. WILLS [F.].

This is the termination of the most interesting and living account we have read dealing with the conditions and difficulties which arise in the course of a building project, and is a very able analysis of the intricate personal equation between architect and employer, on the one hand, and architect and builder and builder and employer on the other. The old saying that fools build, contains, like most half truths, a germ of reason, false and unfair though it is. An architect's difficulties with any private client building for personal rather than commercial reasons mainly arise from the fact that building is entered into in a spirit of enthusiasm and hope, and the inevitable reaction in which a client begins to wonder whether the game was really worth the candle, frequently comes, and in such moments a man will blame everyone but himself. Very few clients also are fair-minded enough to recognise fully that the architect is not a special pleader for the client, but a man whose business it is to see that the limits of his duty are to do his utmost for his client consistently with absolute fairness to the contractor. The architect not infrequently finds this to be impossible without giving the client the impression that he is favouring the contractor.

Among all these pitfalls Spinlove makes his way with many mistakes and difficulties due to his want of experience in dealing with men, and to an exaggerated determination to assert his "professional" disposition. As in many such cases, he is over and over again saved from the consequences of his mistakes by the humour and common sense of a good contractor. The men of few callings shoulder so great a weight of responsibility as a contractor does, and the men of few callings shoulder them more manfully and, on the whole, efficiently. The more architects and contractors look upon each other as parts of one common machine to produce what the public wants, the better that public will be served.

The consistency and truth of Mr. Creswell's character sketches is admirably maintained. Throughout both the Honeywood volumes we have a delightful sense that nothing which the various characters do or say is inconsistent with the ideas we form of them as we read. The author has selected exactly the types of characters which are best fitted to give point to what may be called the drama of building. Imitation is said to be the sincerest flattery, and Mr. Creswell's work has already produced imitators, but he has covered the whole field discovered by himself in a manner which makes imitation both useless and redundant, producing what is in its way a classic of building.

We hope he will give us further books, whether dealing with our own calling, or in those broader and more general fields with which he has proved he is equally competent and qualified to deal.

## SANITATION BY-LAWS.

The following notes by Mr. G. N. Kent [L.] on the drainage by-laws amplify the review by him included in the Accessions list in the last issue of the JOURNAL. The notes give complete particulars of the by-laws or parts of the by-laws repealed so that members may know in what respects their own copies are out of date.

**DRAINAGE BY-LAWS** made by the LONDON COUNTY COUNCIL on 30 July 1929, under Section 202 of the Metropolis Management Act, 1855, and the Metropolis Management Acts Amendment (By-laws) Act, 1899, and confirmed by the London County Council on 22 October 1929. *Cam. sm. fo. Lond.* [1929]. [P. S. King & Son.] 6d.

These By-laws repeal the By-laws made by the London County Council under section 202 of the Metropolis

Management Act, 1855, and the Metropolis Management Acts Amendment (By-laws) Act, 1899, and approved by the Local Government Board or the Minister of Health on 14 June 1901, 20 August 1903, 4 August 1911, and 2 January 1924.

**BY-LAWS** made by the LONDON COUNTY COUNCIL on 20 May 1930, under Section 39 (1) of the Public Health (London) Act, 1891, and Section 24 of the London County Council (General Powers) Act, 1928, with respect to WATER CLOSETS, URINALS, EARTH-CLOSETS, PRIVIES, AND CESSPOOLS, and the proper accessories thereof in connection with buildings.

These By-laws repeal the By-laws made by the London County Council under section 39 (1) of the Public Health (London) Act, 1891, and confirmed and allowed by the Local Government Board on 28 June 1893, 14 June 1901, 3 January 1905, and 11 July 1913.

## Correspondence

SIR ASTON WEBB.

79 St. Mary's Mansions,  
Paddington, W.2.

To the Editor, JOURNAL R.I.B.A.,—

DEAR SIR,—At the request of the family of the late Sir Aston Webb, I have been entrusted with the task, in conjunction with his son, Mr. Maurice Webb, of preparing a short biography, which will be published by Messrs. Constable next year. I should be grateful if any of those who knew him and who possess letters or information bearing upon his career would communicate with me. The greatest care would be taken of any letters or documents, and if requested they would be promptly returned.—  
Yours faithfully,  
ROLLO APPLEBYARD.

## A REPLY TO "ATHANASIOS."

To the Editor, JOURNAL R.I.B.A.,—

DEAR SIR,—Is not the complaint of "Athanasios" just a little unreasonable? A full-dress debate after a Sessional paper is not the time for an "embarrassed neophyte" to practice oratory, possibly before distinguished visitors, and Press representatives.

There are some people, who, having nothing to say, take a long time in saying it. I do not know whether Athanasios is one of these, but if he is he should not complain if his fellow members become a little restive under the stress.

I hope that Athanasios will not regard me as unfriendly when I say that his letter is not at all clear, and if a letter suffers from this disadvantage, it must be most painfully apparent in an impromptu speech in debate.

What does he mean in the sentence which begins by frankly admitting a craving for drink? The Institute is certainly a place which our American cousins would call "dry." Would Athanasios have it otherwise? To be addressed by Athanasios after his craving was satisfied is too alarming to contemplate.

I have found the members of the R.I.B.A. and the Staff, too, the pleasantest lot of fellows going. I always look forward to my visits to the Institute. I talk to all those I find round me, and I have never failed to find friends among them, and when I say "friends," I really mean "friends." One of the oldest, and most respected, members of the Institute actually took the trouble to call on me in my office, on the outskirts of London, when he found himself in my neighbourhood. Athanasios must indeed be an "Odd" fellow if he is a member of all the societies in which he claims experience.

If Athanasios wishes to be heard, with pleasure, in the headquarters of an important technical body, he must be able to fulfil three conditions. First, he must have something to say. Second, he must know how to say it, and, most important of all, he must know when to stop.—Yours truly,

G. N. KENT.

## EXHIBITION OF CRAFTSMANSHIP.

An Exhibition of Craftsmanship is being held at Worcester Grammar School from 28 to 31 March, and Mr. Balchin, the Physics Master in the school, wishes to borrow some architectural models as examples, particularly models illustrating acoustic properties. If any members of the Institute are able to lend models, will they please communicate with Mr. Balchin.

## THE ALEXANDER THOMSON TRAVELLING STUDENTSHIP.

The Competition for the above Studentship is open to Students of Architecture between the ages of 19 and 28 years, residing in the United Kingdom and Southern Ireland. Copies of the Conditions may be seen at the R.I.B.A. and may be obtained on application to William MacLean, Secretary, Glasgow Institute of Architects, 21 West George Street, Glasgow, C.2.

# NOTES BY MEMBERS OF THE SCIENCE STANDING COMMITTEE.

## THE CREOSOTING OF BRITISH COLUMBIA DOUGLAS FIR.

The Science Standing Committee desire to call the attention of members to the following letter which has been received from the Forest Products Research Laboratory (Department of Scientific and Industrial Research):

Princes Risborough,  
Bucks,  
15 January 1931.

SIR,—I am instructed by the Director of Forest Products Research to say that at a recent meeting of the Empire Timbers Committee the Committee had before them the question of the creosoting of British Columbia Douglas fir. They are aware that in the past the general opinion has been that no more than 3½ lb. of creosote to the cubic foot can be injected into this timber, an amount which practical experience has shown to be entirely inadequate for preserving the timber. To ensure adequate preservation an injection of 8 lb. to 10 lb. to the cubic foot is necessary. In Canada and America it has been found possible, by improved technique, to inject 10 lb. and over of creosote into the timber. Investigations at this laboratory have confirmed this possibility.

The Committee view the partial treatment (3½ lb. per cubic foot) of Douglas fir with grave concern, in view of the increasing use of the timber in the United Kingdom. Both in the interests of the user in this country and for the sake of the reputation of this valuable Empire timber the Committee desire me to urge upon you the great importance of employing methods of treatment which will ensure adequate protection to the timber.

I am, Sir, Your obedient Servant,  
(Sgd.) F. M. WHISANT,  
Assistant Director, Forest Products  
Research.

## NOTES FROM THE INVESTIGATION DEPARTMENT OF THE BUILDING RESEARCH STATION, WATFORD.

Members of the Institute will find issued as a supplement to the Journal this week a pamphlet of notes from the Investigation Department of the Building Research Station at Watford. These notes, which we hope will be of considerable use to all architects, consist of the questions that have been addressed to the Research Station by architects, builders and others, and the carefully considered replies which the Research Station has made. As a result they cover a very wide ground and provide with all the authority of the Research Station answers to the innumerable questions on building technique with which every architect is faced in the conduct of his practice. The present supplement represents the accumulation of eight issues of these notes, which are issued approximately once a month. Future supplements will consist of a four-page pamphlet. The questions will be numbered, and at the end of each year an index will be printed.

## THE WREN SOCIETY.

This has been called a critical rather than a scholarly age—an unimportant truism perhaps—yet few architects would care to confess to no interest at all in architectural scholarships, because, however unscholarly we may be, our criticism, if it is to be anything more than vapid expression of opinion, must get its bones and blood through scholarship. Corbusier knew this when he started off *Vers un Architecture* with a discourse on the Parthenon, and it is the scholarship behind Geoffrey Scott's *Architecture of Humanism* that gives weight to his incisive brilliance.

Enclosed with the JOURNAL is a pamphlet which describes a most notable work of architectural scholarship which is in danger of being left uncompleted through lack of support from those who should most certainly support it. The subscription to the Wren Society is not so very great as to make it impossible for a far larger number of the architectural profession to support the Society than at present. There is, perhaps, always an element of impudence in telling someone else how he should spend his money. This paragraph and the pamphlet inset are not attempting to do that, but only to call attention to the riches which the Wren Society have produced and will produce for another 13 or 14 years for the almost ludicrously cheap price of a guinea a volume or 16 guineas for life membership. The volumes that have been published already are, of course, in the Institute Library, where they may be seen by any who need final visual proof of the value they will get from membership.

## TRAVEL POSTERS AT THE R.I.B.A.

During the last fortnight in February the R.I.B.A. Galleries were like nothing so much as that part of Hyde Park where of a Sunday afternoon numberless orators contest in a glorious arena of free speech for the attention of the generality. Here brilliant and polished phraseology may succeed less than a good brawling fanatic display, though now and again quiet exposition and finesse of manner win against the neighbouring vendor of purple patches. Thus a general exhibition of posters tests very ruthlessly, but not quite fairly, for the standard not only of poster production, but poster display is now so excellent, and especially so on the railway hoardings, that the old necessity to shout is largely done away with, and the artist can expect not only to find good mannered neighbours on the wall, but even perhaps to have the chance of designing himself all the posters of a series to be shown at one time, free from the competition of a different hand. This good practice seems to be the policy of the "Underground group." For the reason that an exhibition gallery cannot give this exclusive treatment, some posters that we remember as brilliantly successful on the station wall are a bit lost in such a gay jumble of competing interest. The lovely Clive Gardiner of St. Albans and its fellow were examples of this. Whether or not an exhibition gallery can carry into it the "entourage" of a railway hoarding is perhaps beside the point, because a display such as this with excellently hung representative posters gives chances for a more intimate scrutiny of qualities than is possible elsewhere. The chief interest, however, was that the exhibition was international as well as broadly

representative of every English railway, and some steamship lines. To architects it was a good sign of the intelligent interest in architecture, and of much brilliant draughtsmanship revealing a real architectural understanding ranging from Fred Taylor's facile blend of formalism and detail, and Frank Newbould's colourful massing to the entertaining incisiveness of the German poster for *Die Wohnung für das Existenzminimum*.

The exhibition is over now, and since we cannot recommend a visit we can at least point out how much was missed by those who did not go.

The organisers deserve the very greatest thanks for conceiving and arranging an excellent display, which has a distinct value in showing the companies how much their good efforts to maintain a high standard are appreciated.

## Allied Societies

*(The attention of Members of the Allied Societies is particularly called to these pages)*

### NORFOLK AND NORWICH ASSOCIATION OF ARCHITECTS.

The annual meeting of the Norfolk and Norwich Association of Architects was held at Curat House, Norwich, on Friday, 6 February, Mr. E. H. Buckingham, the President, being in the chair.

Four new Associate Members were elected.

The scrutineers announced the election of the Council and its officers for the year, Mr. E. H. Buckingham [F.] being elected President, Mr. J. Page [A.] and Mr. C. Upcher [F.], vice-presidents, and Mr. E. W. B. Scott [F.], hon. secretary.

The President, in his annual address, dealt principally with the work of the R.I.B.A. and the allied societies, going into details of the Betterment scheme and the Registration Bill now before Parliament. He explained the purpose of the reopening of the Licentiate Class and the safeguards which have been adopted. He pointed out that all applications to the Institute for admission to the Licentiate Class have to be referred to the Allied Society of the district in which the applicant is practising, before the application is placed before the R.I.B.A. for consideration. He also stated that he had been very much impressed by the attention paid to the views expressed by the representatives of the allied societies at the R.I.B.A. Council meetings. Finally, he addressed a word to the younger members, pointing out that the work of the allied societies is becoming more onerous every year, and that those who shoulder the responsibility for this work need all possible support. He hoped that the younger men, particularly, would make up their minds to assist their association in every possible way.

Prizes for measured drawings were awarded to F. M. Dewing and R. O. Bond, and a valuable and helpful criticism of the students' work was contributed by Mr. Theodore G. Scott.

Mr. Dann gave a brief report of the architecture classes at the school of art. There are now ten members in the class; work is proceeding very satisfactorily and he has great hopes for the success of the venture.

It was announced that the Dean of Norwich had consented to give a public lecture on behalf of the Association at Stuart Hall on Friday, 27 February, entitled "Parish Church Architecture in the Middle Ages."

The meeting ended with thanks to the Honorary Secretary.

The report of the Council for 1930, which was submitted, noted that the membership had increased from 79 to 86, mainly owing to the inclusion of Lowestoft in the area.

The report referred to the R.I.B.A. Conference which was held in Norwich in 1930, and to the undoubted success of the organisation. The Society had been chiefly active in connection with the Architects' Registration Bill, and thanks were especially due to the Member for Norwich, Mr. G. H. Shakespeare, for his speech in support of the Bill. A voluntary committee of the Council of the Norwich Society had been set up and was in close touch with the town clerk, and some valuable work had been done. The past year had been a very busy one, and the

society had added to its prestige and influence in Norfolk and Norwich.

### BERKS, BUCKS AND OXON ARCHITECTURAL ASSOCIATION.

The dinner of the Berks, Bucks, and Oxon Architectural Association was held in the Town Hall, Reading. The President (Mr. H. Hutt [F.]) was in the chair, and among the large company were Dr. Raymond Unwin, V.-P.R.I.B.A., and Mr. Ian MacAlister. Sir Banister Fletcher was, unfortunately, unable to be present owing to the illness of Lady Fletcher.

The Earl of Mayo proposed the toast of "The Association and its Allied Societies," and spoke of the Society's support of the Council for the Preservation of Rural England. We look forward, he said, to large areas of the Chilterns being reserved as private open spaces and the remainder being wisely arranged town-planning schemes, with woods and beauty spots reserved as good-class residential districts. Dr. Raymond Unwin, in replying, mentioned that the formation of a panel of architects to design small houses had been suggested, and in this way it was hoped to establish control and to ensure a certain standard of decency. The chairman expressed approval that a panel of architects would be appointed by the Corporation to carry out work in connection with Reading's proposed housing scheme, which was one of the largest in England. He pointed out that architects are endeavouring to follow their ideals and to give of their best, no matter what they may be building, and he hoped that their efforts would be rewarded.

### WEST YORKSHIRE SOCIETY OF ARCHITECTS.

The third of the series of lectures by members of the above society, arranged in conjunction with the local education authority, was given by Mr. G. H. Foggitt on 13 February, at the Huddersfield Technical Institute, his subject being, "Gothic Architecture." Alderman Fred Lawton occupied the chair.

The lecturer traced the development of architecture from the classic Roman to the Gothic period, of which he described the constructional motives, together with the evolution of the pointed arch, showing how the vaulting and superstructure were brought down to comparatively small areas of support, and how these areas were still further diminished, and larger window openings employed. Numerous slides showing the cathedrals and great churches of Europe were described, with their examples of Gothic craftsmanship.

Miss Agnes Wright and Mr. J. L. Thorpe, architectural students, respectively moved and seconded a vote of thanks to the lecturer.

### SOUTH WALES INSTITUTE OF ARCHITECTS. (CENTRAL BRANCH.)

Under the auspices of the South Wales Institute of Architects (Central Branch) and the Institute of Builders (South



Wales Branch) a lecture was given in the lecture theatre, Engineers' Institute, Cardiff, on Thursday, 12 February, by Mr. F. R. Yerbury, hon. A.R.I.B.A. Secretary of the Architectural Association, London.

Mr. Yerbury, who took as his subject "Swedish Architecture of To-day," dealt first with the background for the modern movement in architecture in Sweden. He showed examples of the earlier architecture of that country and explained that the new architecture is more nearly related to traditional forms than is normally realised.

He then proceeded to show a large collection of lantern illustrations, all of a particularly high standard, of the Town Hall at Stockholm, and many other almost equally interesting examples of recent architecture, sculpture and garden design, also of smaller specimens of work in the various allied arts and crafts.

The chair was taken by Mr. H. Norman Edwards, Chairman of the South Wales Institute of Architects (Central Branch), who explained that he had taken considerable interest in recent developments of architecture on the Continent, but felt unable to support wholeheartedly the results of functionalism.

Mr. J. A. Hallam, who proposed a hearty vote of thanks, which was carried, to the lecturer, suggested that while functionalism resulted in perfection of design in such subjects as motor cars, aeroplanes, etc., it should be remembered that the analogy with architecture was not necessarily sound, as buildings are static.

Mr. W. S. Purchon, in seconding the vote of thanks, indicated that in studying these developments of architecture, the question as to whether we like or dislike them was not of outstanding importance, and that it was definitely unsatisfactory to use them as specimens from which one could "lift" portions. He suggested that it was more important to realise that apparently in Sweden a far larger proportion of buildings are designed by architects and that these architects are really trained, and that the present architecture is the result of a genuine enthusiasm for that art and the allied arts and crafts. He thought it pathetic that our own arts and crafts movement towards the end of the nineteenth century appeared to have attracted far more attention on the Continent than it did in our own country.

A collection of Mr. Yerbury's beautiful photographs of Swedish architecture had been arranged in the adjoining Council Chamber and had been inspected by a considerable number of visitors during the earlier part of the evening.

On the following morning Mr. Yerbury visited the Welsh School of Architecture at the Technical College, Cardiff, and gave a particularly helpful and inspiring address to the students.

At the invitation of the Chairman and the Executive Committee of the South Wales Institute of Architects (Central Branch), an enjoyable and instructive evening was spent by the members on Monday, 16 February, when a tea and discussion meeting was held at Messrs. David Morgan's Café, Cardiff.

The subject for the evening was "The Contract Documents," and under the chairmanship of Mr. H. Norman Edwards, a particularly interesting discussion took place, which proved very valuable not only to the younger members present but also to many of the senior architects, who were very glad to have the opportunity of discussing a number of interesting problems in an informal manner.

Among those taking part may be mentioned Messrs. Ivor Jones, A.R.I.B.A. (Secretary of the South Wales Institute of Architects), Mr. T. Edgar Smith, Mr. Pugh Jones, F.R.I.B.A., Mr. C. F. Jones, A.R.I.B.A., Mr. Lewis John, M.A., B.Arch., A.R.I.B.A., and Miss O. E. Price.

On the motion of Mr. W. S. Purchon, seconded by Mr. Ivor Jones, A.R.I.B.A., and supported by Mr. J. P. Ward (representing the students), a hearty vote of thanks to the chairman was passed with acclamation.

(WESTERN BRANCH).

#### TWELFTH ANNUAL GENERAL MEETING.

The Western Branch of the South Wales Institute of Architects held its twelfth annual general meeting at the Hotel Metropole, Swansea, on Wednesday, 25 February 1931. The officers for the ensuing year were elected. Mr. Oliver S. Portsmouth, A.R.I.B.A., was re-elected Chairman, and Mr. J. Herbert Jones, F.R.I.B.A., and Mr. G. R. H. Rogers, L.R.I.B.A., were re-elected Hon. Secretary and Hon. Treasurer respectively. The new committee are Mr. Charles S. Thomas, F.R.I.B.A., Mr. Edwin Smith, A.R.I.B.A., P.A.S.I., Mr. E. R. Brown, L.R.I.B.A., M.T.P.I., Mr. Sidney R. Crocker, L.R.I.B.A., Mr. F. A. Broad, F.S.I.; students' representatives, Mr. L. W. Devonald and Mr. E. H. Billings. The following members were elected to represent the Branch on the Council of the South Wales Institute of Architects: Mr. G. R. H. Rogers, L.R.I.B.A., Mr. Charles S. Thomas, F.R.I.B.A., Mr. Edwin Smith, A.R.I.B.A., P.A.S.I., Mr. Henry A. Ellis, M.A., F.R.I.B.A., Mr. F. A. Broad, F.S.I., Mr. Oliver S. Portsmouth, A.R.I.B.A.; students' representatives, Mr. C. W. Geddes and Mr. L. W. Devonald. The session had been very satisfactory, and the membership of the Institute had increased by two. The Chairman presented prizes to the successful competitors in the students' competitions: design subject, Mr. Roy Thomson, first prize of £3 3s.; measured drawings, Mr. John Nicholls, first prize of £3 3s.; essay, Mr. David Eric Stephens, first prize of £3 3s. The Chairman entertained the members to tea prior to the meeting.

#### HAMPSHIRE AND ISLE OF WIGHT ARCHITECTURAL ASSOCIATION.

The first annual dinner of the Hampshire and Isle of Wight Architectural Association took place at the Great Western Hotel, Southampton, on Thursday, 12 February. This association was founded 19 years ago, and in that period the membership has risen from 70 to 260, much of this progress being due to the efforts of Mr. J. Arthur Smith, who is in his fourth year as President, and to Mr. A. L. Roberts, who has been Honorary Secretary for five or six years.

The President presided at the dinner, at which the company numbered 160, and was supported, among others, by Sir Banister Fletcher, P.R.I.B.A., Lt.-Col. H. P. Cart de Lafontaine, A.R.I.B.A., Mr. Harry Hutt, F.R.I.B.A., Mr. G. C. Lawrence, F.R.I.B.A., and Mr. T. Alwyn Lloyd, F.R.I.B.A.

Lt.-Col. G. F. Gutteridge [F.], Vice-President of the Association, proposed the toast of "The Borough and University College of Southampton," and said he did not think the outside public realised the enormous development that had taken place in the last 35 years. They were in the course of erecting a civic centre of which they would be justly proud, and they wanted to have in hand the Dock extension and the Bargate by the end of the year. He hoped the day was not far distant when a University of Wessex should be established in the town. The Mayor of Southampton replied that he thought the improvements would make the town one of the finest in the kingdom. Mr. Cart de Lafontaine's design had been accepted for the Bargate, and he hoped this scheme would greatly help the traffic problem. He was of opinion that the Town Planning Committee would be of great benefit to the neighbourhood. A hope was expressed that the University should one day have a department for architectural studies.

The toast of "The R.I.B.A. and its Allied Societies" was proposed by the Bishop of Southampton, who expressed a wish that architects might be more busy building new churches. His chief idea of an architect was one who built a house comfortable inside, and the three points he looked for were that it faced south, had central heating, and that the windows opened at the top.

Sir Banister Fletcher, President of the R.I.B.A., whose



name was coupled with the toast, said that the subject of architecture was a very big one, and he stood there as the representative of some 15,000 architects practising in all parts of the British Empire. They must look at all the past work architects had produced, and if all they had done were taken away from the earth, it would be a very poor place. A visit to Egypt would lose nine-tenths of its interest if it were not for the work of their predecessors in designing the ancient tombs. It was the same in regard to ancient Greece. But he did not suppose that in those days they worked to a time and progress schedule. If they passed to the great period of Rome and the medieval period, a period to which this country owed so much, on to the present time, they had Southampton, which was an illustration of great civic development. He believed the new civic centre would be a great attraction to Southampton, and he would like to add his tribute to the architect for the wonderful scheme he had produced. Speaking of ordinary buildings, he said that any architect would produce homely and less expensive designs than many of the houses put up without professional advice. The architect's work remained for ever, and so they had to be careful not to make mistakes. He congratulated the president on that first annual dinner, and the county on having an Association like that to carry on the great traditions of their craft.

The President of the Association responded, and expressed pleasure at seeing so many distinguished persons present. Architects realised their responsibility, he said, and endeavoured to discharge it to the best of their ability and tried to maintain the best traditions of the profession.

#### BIRMINGHAM SCHOOL OF ARCHITECTURE.

##### EXHIBITION OF STUDENTS' WORK.

An exhibition of work by students at the Birmingham School of Architecture was opened on 16 February by Mr. Guy Dawber, A.R.A. The exhibition is divided into sections displaying the stages in a five-years course at the school.

Mr. Dawber, in declaring the exhibition open, said that when the Royal Institute of British Architects' scheme for the reorganisation of Schools of Architecture was launched it was met with considerable opposition and scepticism. But those days had passed, and school training was now a recognised part of architectural education. Mr. Dawber pointed out that architectural character changed gradually and that violent changes were bound to have a reaction, so he warned students to be careful of new theories, recommending them to be practical as well as beautiful in their work, for the conditions and demands of life were continually changing, and though they must keep abreast of the times he begged them not to abandon the instinct and traditions ingrained in our people. He condemned as bizarre and brutal the new architecture which had swept over from the continent to submerge our old faiths, but in England this modern architecture had developed on safer and simpler lines, and tradition and common sense had not been thrown overboard. But even so, this new architecture meant a complete change in our outlook on life, and with all this, the reaction from the dull and commonplace architecture of the nineteenth century would, he felt convinced, have a good result. He regretted that much of this new architecture made the fatal mistake of neglecting study of the past. He begged the students to let England be their background in design, and to carry on the building tradition of the eighteenth century, one of the most suitable, refined and dignified of any in this country, as it was so suitably adapted to the quiet charm of the countryside and fitted in with its environment. He did not suggest that they should be mere copyists, but he did beg of them to carry on the tradition and good manners, so typical of buildings of that time, which were so eminently English, but which we seemed in some danger of losing.

The chairman of the School of Art Committee, Councillor

O. Morland, moved the vote of thanks to Mr. Dawber for his address.

#### MANCHESTER SOCIETY OF ARCHITECTS.

The second of a series of lectures jointly arranged by the Manchester Royal Institution, the Manchester and Salford Builders' Federation, and the Manchester Society of Architects, was delivered at the Manchester University on Wednesday evening, 18 February, by Mr. Grey Wornum, F.R.I.B.A., President of the Architectural Association, upon the subject "Flats as a Solution of the Modern Housing Problem."

Mr. Wornum demonstrated the advantages which blocks of flats possess over two-storey houses in urban areas, particularly in the larger areas of air spaces which are thereby obtained between blocks of buildings.

He illustrated his lecture with slides of flats built in London, Liverpool, Germany, Austria, and Holland, and although he showed himself an enthusiastic protagonist of flats, he pointed out the disadvantages of some of them in a delightfully satirical manner.

#### CARPENTERS' COMPANY DINNER.

The Court Dinner of the Carpenters' Company was held on 17 February, at which many members of the R.I.B.A. were present, including the President, Professor Adshead, Sir Reginald Blomfield, Sir John Burnett, Professor Beresford Pite, Mr. Sydney Tatchell, Mr. E. D. Kitson, Dr. Unwin and Mr. Ian MacAlister.

The toast of "Architecture in the Building Crafts" was proposed by the Master, Mr. Louis Jacob, A.R.I.B.A., who referred to the part played by the R.I.B.A. in fostering and developing the National Association of Architectural Education. The Carpenters' Company, he said, was anxious to encourage good craftsmanship, and they could be proud of the work done by the school in Great Titchfield Street. Sir Banister Fletcher, in replying, said that architecture was more appreciated at the present time than it had been for the past 50 years, and he particularly drew attention to the need for a unified plan of development of London, instead of the piecemeal development adopted at present.

#### A CONGRESS OF THE ARTS.

PARIS: 1 TO 27 JUNE 1931.

A congress on French Architecture, Decoration, Sculpture and Painting has been organised by the Syndicat d'Initiative de Paris and the Seine Department, to take place from 1 to 27 June. Invitation to attend has been given to English architects through the President of the R.I.B.A. Since the membership of the conference is limited, members of the Institute who wish to take part are asked to send in their names to the Secretary as soon as possible.

A week of the conference is devoted to each of the sections—Architecture, Decoration, Sculpture and Painting, and each week starts with a reception and conference, which is followed by visits to illustrate the trend of modern French development in the subjects concerned. The conference on Architecture is devoted to the study of shops and that on Decoration chiefly to ceramics.

There is a membership fee of 50 francs which covers the expenses of travelling on congress visits. Special rates have been arranged with the railways and steamship lines for members of the congress to and from Paris.

## Notices

### THE TENTH GENERAL MEETING.

The Tenth General Meeting of the Session 1930-31 will be held on Monday, 16 March 1931, at 8 p.m., for the following purposes:—

To read the Minutes of the General Meeting (Ordinary) held on Monday, 2 March 1931; formally to admit members attending for the first time since their election.

To read the following Paper, "The Treatment of Old Buildings," by Mr. C. R. Peers, C.B.E., M.A., P.S.A. [F.], H.M. Chief Inspector of Ancient Monuments and Historic Buildings.

### R.I.B.A. ANNUAL DINNER, 1931.

The Annual Dinner will take place on Thursday, 21 May 1931, in the Hall of Lincoln's Inn (by kind permission of the Benchers of Lincoln's Inn). Full particulars will be issued to members in due course.

### THE ARCHITECTS' CONFERENCE, 1931.

All members and students of the R.I.B.A. and all members of the Allied Societies, the Architectural Association and the Association of Architects, Surveyors and Technical Assistants, are cordially invited to attend the Conference to be held in Dublin from 17 to 20 June 1931, inclusive. Further particulars will be issued in due course.

### MEMBERSHIP OF THE R.I.B.A.

#### THE LICENTIATE CLASS.

The revised Bye-laws of the Royal Institute of British Architects have received the approval of His Majesty's Privy Council and applications may now be sent in for membership of the R.I.B.A. in the Licentiate Class. Full information and the necessary forms will be sent on application being made to the Secretary R.I.B.A., 9 Conduit Street, London, W.1.

### ASSOCIATES AND THE FELLOWSHIP.

Associates who are eligible and desirous of transferring to the Fellowship are reminded that if they wish to take advantage of the election to take place on 11 May 1931, they should send the necessary nomination forms to the Secretary R.I.B.A. not later than Saturday, 18 April 1931.

### LICENTIATES AND THE FELLOWSHIP.

The attention of Licentiates is called to the provisions of Section IV, Clause 4 (b) and (ciii), of the Supplemental Charter of 1925. Licentiates who are eligible and desirous of transferring to the Fellowship can obtain full particulars on application to the Secretary R.I.B.A., stating the clause under which they propose to apply for nomination.

### OVERSEAS APPOINTMENTS.

Members contemplating applying for appointments overseas are recommended to communicate with the Secretary R.I.B.A., who will supply them with any available information respecting conditions of employment, cost of living, climatic conditions, etc.

## Competitions

### BERMONDSEY: PROPOSED MEDICAL CLINIC.

The Bermondsey Borough Council invite architects to submit, in open competition, designs for a new Medical Clinic to be erected in Tower Bridge Road.

Assessor: Mr. E. Stanley Hall [F.].

Premiums: £250, £150 and £50.

Last day for receiving designs: 9 March 1931.

### BIRMINGHAM: CENTRAL MUNICIPAL BANK AND HEAD OFFICES.

The Committee of Management of the Birmingham Municipal Bank invite architects to submit, in open competition, designs for a new Central Municipal Bank and Head Offices to be erected in Broad Street.

Assessor: Sir Reginald Blomfield, Litt.D., R.A. [F.].

Premiums: £400, £300 and £150.

Last day for receiving designs: 18 April 1931.

Conditions of the competition may be obtained on application to Mr. Herbert H. Humphries, City Engineer and Surveyor, Council House, Birmingham. Deposit £3 3s.

### COVENTRY: ISOLATION HOSPITAL.

The City Corporation of Coventry invite architects to submit, in open competition, designs for a new Isolation Hospital for Infectious Diseases to be erected at Pinley.

Assessor: Mr. E. Stanley Hall [F.].

Premiums: £300, £200 and £100.

Last day for receiving designs: 30 April 1931.

Conditions of the competition may be obtained on application to Mr. Frederick Smith, Town Clerk, Council House, Coventry. Deposit £1 1s.

### SOUTH SHIELDS: INGHAM INFIRMARY.

The Committee of Management of the Ingham Infirmary, South Shields, invite architects in the area of the Northern Architectural Association to submit, in competition, designs for proposed extensions.

Assessor: Lt.-Col. George Reavell, O.B.E. [F.].

Premiums: £250, £100, and £50.

Last day for receiving designs: 16 June 1931.

Conditions of the competition may be obtained on application (before 25 February 1931) to Mr. John Potter, Secretary, Ingham Infirmary, South Shields. Deposit, £2 2s.

(Conditions have not yet been received.)

## Members' Column

### ACCOMMODATION TO LET.

MEMBER offers furnished room in own suite to fellow London or Provincial Member. Moderate terms.—Box No. 2021, c/o The Secretary R.I.B.A., 9 Conduit Street, London, W.1.

### OFFICE ACCOMMODATION WANTED.

SMALL separate office required, West End. Rent about £30 a

year, including light, heat and cleaning. Assistance offered by the hour or arrangement. Full particulars to Box 3331, c/o The Secretary R.I.B.A., 9 Conduit Street, London, W.1.

#### PRACTICE FOR SALE.

MEMBER, retiring through ill-health, wishes to sell Architect's and Surveyor's practice, North-west of England. Established over 50 years. Work in hand. Easy terms of payment might be arranged.—Box No. 2331, c/o The Secretary, R.I.B.A., 9 Conduit Street, London, W.1.

ARCHITECT'S Practice, established 60 years, South Wales, for immediate disposal. An excellent opportunity for a capable young architect with good qualifications.—Apply Box No. 1721, c/o The Secretary, R.I.B.A., 9 Conduit Street, W.1.

SMALL Practice for Sale, Cotswold district. Suit single-handed practitioner. Including quantities. Good house in beautiful surroundings included in sale.—Box No. 1321, c/o The Secretary, R.I.B.A., 9 Conduit Street, London, W.1.

#### PRACTICE WANTED.

EXPERIENCED gentleman would purchase a reversionary interest in practice of a firm or individual contemplating retirement.—Apply Box No. 1621, c/o The Secretary, R.I.B.A., 9 Conduit Street, London, W.1.

#### ACCOMMODATION OFFERED.

MEMBER of the Institute offers vacant office accommodation, including heating, lighting and cleaning, in W.C. district of London, with assistance if required. Also part use of office.—Apply Box No. 1821, c/o The Secretary, R.I.B.A., 9 Conduit Street, London, W.1.

## Minutes XI

SESSION 1930-1931.

At the Ninth General Meeting (Ordinary) of the Session, 1930-1931, held on Monday, 2 March 1931, at 8.30 p.m.

Sir Banister Fletcher, F.S.A., President, in the Chair.

The attendance book was signed by 40 Fellows (including 21 members of Council), 17 Associates (including 3 members of Council), 5 Licentiates, 2 Hon. Fellows, 1 Hon. Associate, and a very large number of visitors.

The Minutes of the Ordinary General Meeting held on 16 February 1931, having been published in the JOURNAL, were taken as read, confirmed and signed as correct.

The Hon. Secretary announced the decease of:—

John Howard Morgan, elected Fellow 1906;

James Peddle, elected Fellow 1927. Mr. Peddle was the President of the Institute of Architects of New South Wales;

Charles Henry Smith, elected Associate 1895;

Herbert Arthur Luke, elected Licentiate 1911;

Thomas Henry Griffiths, elected Licentiate 1911;

William Harold Johnson, transferred to Licentiate Class 1925,

and it was Resolved that the regrets of the Institute for their loss be entered on the Minutes and that a message of sympathy and condolence be conveyed to their relatives.

The following members attending for the first time since their election were formally admitted by the President:—

Mr. R. O. Harris [A.].

Mr. W. Glover Mooney [L.].

Mr. Henry Silverston [L.].

The President delivered an address on the presentation of the Royal Gold Medal to Sir Edwin Cooper, A.R.A., F.R.I.B.A. Having been invested with the Medal, Sir Edwin Cooper expressed his thanks for the honour conferred upon him, and delivered a brief address. Speeches were also delivered by Lord Devonport, Lord Ritchie of Dundee, Sir Percy Mackinnon, Lord Merrivale, Lord Burnham, Lord Atkin, Mr. Walter Tapper and Mr. Ben Tillett.

The proceedings closed at 9.35 p.m.

#### A.B.S. INSURANCE DEPARTMENT.

##### HOUSE PURCHASE SCHEME

(for property in Great Britain only).

*Further Privileges now Available.*

The Society is able, through the services of a leading Assurance Office, to assist an Architect (or his client) in securing the capital for the purchase of a house for his own occupation, on the following terms:—

##### AMOUNT OF LOAN.

Property value exceeding £666, but not exceeding £2,500, 75 per cent. of the value.

Property value exceeding £2,500, but not exceeding £4,500, 66⅔ per cent. of the value.

The value of the property is that certified by the Surveyor employed by the Office.

N.B.—Legal costs and survey fees, and, in certain cases, the amount of the first quarter's premium payment will be advanced in addition to the normal loan.

##### RATE OF INTEREST.

In respect of loans not exceeding £2,000 5½ per cent. gross.

„ „ in excess of „ 5½ „ „

##### REPAYMENT.

By means of an Endowment Assurance which discharges the loan at the end of 15 or 20 years, or at the earlier death of the borrower.

##### SPECIAL CONCESSION TO ARCHITECTS.

In the case of houses in course of erection, it has been arranged that, provided the Plan and Specification have been approved by the Surveyor acting for the Office, and the amount of the loan agreed upon, and subject to the house being completed in accordance therewith, ONE HALF of the loan will be advanced on a certificate from the Office's Surveyor that the walls of the house are erected and the roof on and covered in.

NOTE.—Since 1928, over £50,000 has been loaned to architects under this scheme, and as a result over £600 has been handed to the Benevolent Society.

If a quotation is required, kindly send details of your age next birthday, approximate value of house and its exact situation, to the Secretary, A.B.S. Insurance Department, 9 Conduit Street, London, W.

It is desired to point out that the opinions of writers of articles and letters which appear in the R.I.B.A. JOURNAL must be taken as the individual opinions of their authors and not as representative expression of the Institute.

Members sending remittances by postal order for subscriptions or Institute publications are warned of the necessity of complying with Post Office Regulations with regard to this method of payment. Postal orders should be made payable to the Secretary R.I.B.A. and crossed.

#### R.I.B.A. JOURNAL.

DATES OF PUBLICATION.—1931:—21 March; 4, 18 April; 2, 16 May; 6, 20 June; 11 July; 8 August; 19 September; 17 October.

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